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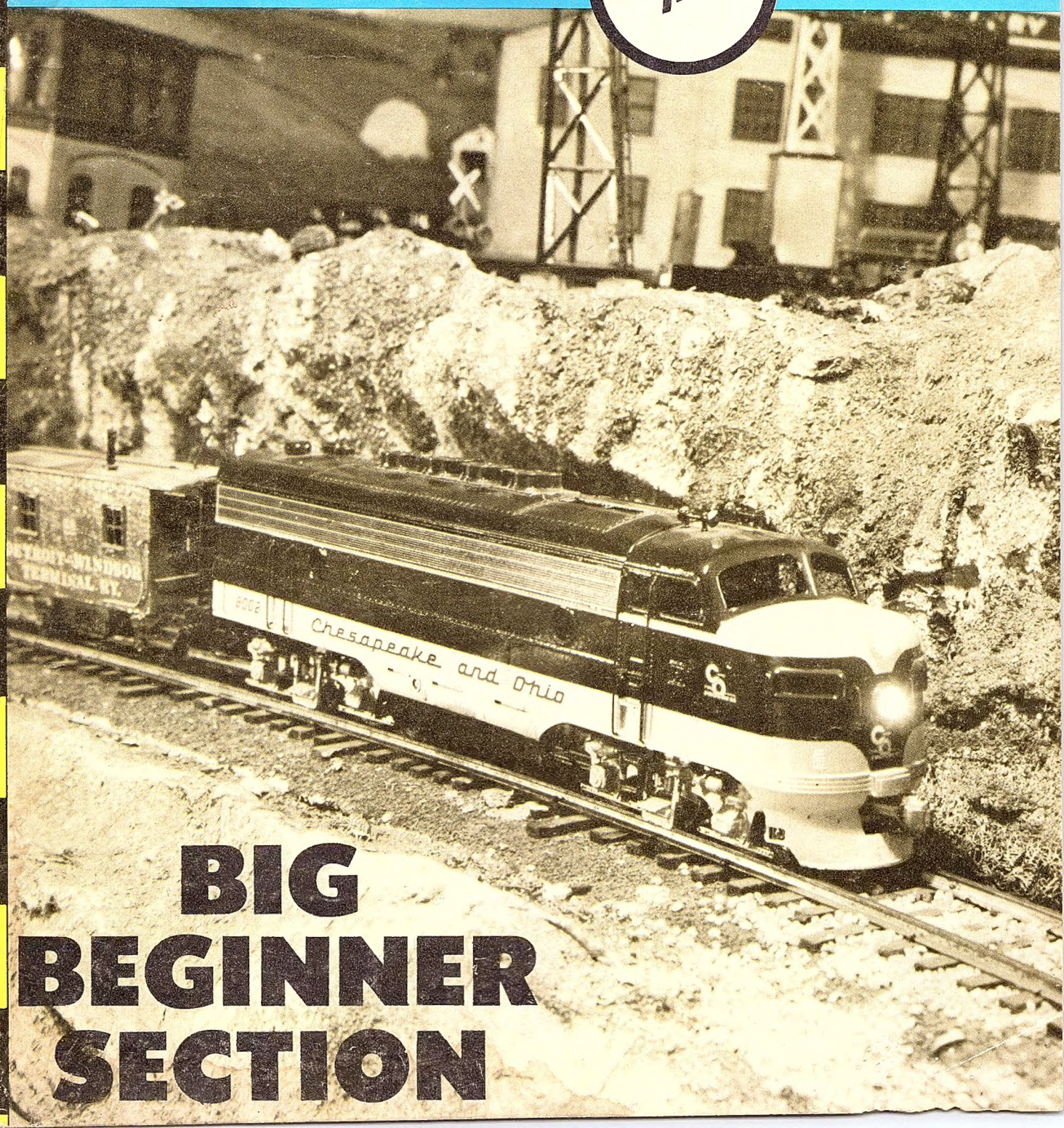
RAILROAD MODEL CRAFTSMAN

MARCH 1957
50 CENTS

Including Toy Trains



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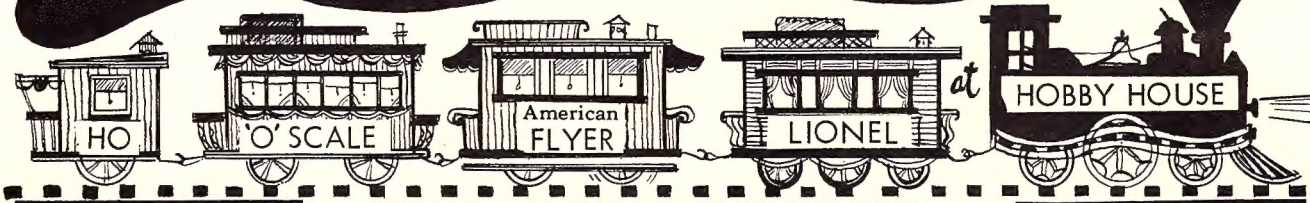

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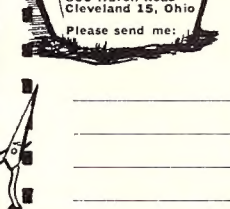

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Finest DC packs made. Add to as pike grows! And now more expensive. C-25 Pack—12 volts at 2½ amps. DC; 16 volts at 2½ amps AC; complete unit w/built-in 4½" terrific throttle handle, rotary reversing switch w/center off & on-off toggle switch. Ample for 3 or 4 trains. Has controlled DC output; uncontrolled DC for added controls (see below); AC for accessories; DC for reverse loops, etc. Actually cheap! 25.50
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Marold Ad-A-Panel controls—almost endless combiantion of power controls for RRer who's really going places.
C-40 Beginning Pack w/4 amps DC, panels 37.50
4250 Complete HO Control (Ad-A-) Panel 64.50
Send 10c for detailed information. Here's Finest!
Similar units available now for 0 gauge scale.
Complete stock of all Marn-O-Power Equipment.

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Scintilla: Top Quality!
Unipack—run 1 loco plus extras 10.95
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And all other Scintillas Advertised Anyplace!
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MRectifier Dual Pack 29.95
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Complete Lines too of Leighton Paige.

HO Scale BUILDING Kits

Pre-cut wood and die cast metal parts. By Alexander.
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RS-200 Fairbanks-Morse Coaling Station 6.95
RS-519 Brownhoist "Little Hook" 2.95
RS-622 New York Central Freight Station 3.50
RS-443 Parkersburg Oil Tank & Rack... 2.25
RS-750 Morse Lake County Section ... 3.50
These are corrugated Metal Kits. By Suydam.

1	Furniture Factory	3.75
2A	Machine Works—Double Building	4.25
2B	Machine Works—Single Building	3.00
3	Northside Tool & Die Works	3.75
4	Buckhorn Mining Co. Ore Plant	5.25
5	Black Bart Mine (Bin & Shaft)	1.95
6	Red Lake Mine (Hillside type)	2.75
7	Warehouse	3.75
8	Branchline Roundhouse (3 stalls)	5.25
8x	Extra stall for kit 8	1.25
9	Enginehouse (2 stalls)	3.95
10	Water Co. Pumphouse	1.95
11	Sawmill shed with interior	4.85
12	Grain Elevator	3.75
13	Day & Night Water Heater Co.	4.25
15	Barton Flats Lumber Co.	5.25
16	Industrial Offices	1.95
17	Mining Hoist House	2.25
18	Mining Company Mill	2.50
19	Pacific Foundry	2.95

These are Card, Wood & Matboard Kits. By Suydam.

51	Modern Tract House—Hip roof (Cream, Light Green or Rose)	1.95
52	Modern Tract House—Gabled Roof (Yellow, Dk Green or Burgundy)	1.95
53	Tract House with separate Garage (Cream, Light Green or Rose)	1.95
61	Interlocking tower & shed	2.50
62	Wayside Shelter—Concrete block	.95
63	Wayside Shelter—All Season	.95
64	Passenger Station Shed	2.95
65	Passenger Station Shed	2.95

Excellent former Argy kits. By Suydam:

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81	Grand Junction Box Factory	3.25
82	Purina Chows Feed Mill	3.45
83	Sunkist Citrus Exchange	3.25
84	Freight Terminal	4.25
85	Swift Meat Packing Plant	3.65
86	Wells Fargo Express Station	1.95
87	Mail Pouch Tobacco Barn	1.95

These are all wood kits. By Model Hobbies.

352	Coal Dock & Scale House; 551 Engine House ..... ea.	2.95
553	Country Church	2.95
MH	Wayside Buildings Kit	2.95
MH	Star Garage Kit; 554 Country School ..... ea.	2.50
MH	Rural House & Outhouse Kit	2.50
MH	Frt. Hous & Platform Kit	2.95
MH	Yard Accessories Kit	3.25
MH	Station Platform Kit	1.95
MH	Company House Kit	1.95
MH	Passenger & Frt. Shelter Kit	2.95
MH	Coal Yard & Trestle	2.95
MH	Section House & Accessories	1.25
MH	Wayside Structures Kit; General Store Kit	1.75
MH	Used Car Lot Kit, Tool House ea.	1.00
MH	Post & Rail Fence Kit	1.00

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Fabulous Scale Colored Village for HO.

HO6	Spruce Trees	.05
HO8	Telephone Poles ..... 12 for	.45
HO10	6 bushes in bag ..... per bag	.10
HO11	Flagpole w/flag	.10
HO25	Fence and Gate Set ..... per set	.25
HO58	Cape Cod House	.59
HO59	Ranch House	.59
HO70	Frosty Bar; HO71 Colonial House (white and green); HO72 Switch Tower (Grey & Brn); HO73 Signal Bridge; HO74 Super Market; HO75 Chain Store; HO76 Drug Store; HO77 Post Office; HO78 Police Station; HO79 Fire House each	.79
HO96	Trestle Bridge; HO99 Church; HO100 Passenger-Freight Platform; HO97 Barn; HO98 School House ..each	1.00
HO298	Complete Farm Set	2.98
HO497	Complete Railroad Accessories w/ station, bridge, switch tower, etc.	4.98
HO498	Complete Community Set	4.98

Complete Stock of Penn Line, Revell, Varney, Tyco, Hobbyline, Athearn, and Fleischmann Sets:
O GAUGERS—Big news for you next month. Watch!

HO MONEY SAVERS

HO Brass Track on fibre ties strip. NMRA. Per 3 foot sec... .49 25 secs for 10.00
Cork ROADBED for added RR realism!
Switch Blocks: Wye, 4, 6 & 8, R or L... .29
3 ft section of cork flexible roadbed ... .29
Set 4 Horses, 4 Cows, very realistically painted 1.79
'FlexiFit" Delux Freight & Passenger Station, Basswood. Precision cut wood. Can make home of your design w/same kit. Terrific (3.50) 1.89
Sampson Pass Diaphragms—std or full width ..... regular .50; 3 for .50
KK switch Controller (reg. 1.00) ..... .59
KK Automatic Color Lifht Signal (2.95). 1.49
KK Automatic Semaphore Signal (2.95). 1.49
Pky Set of 6 Passenger or Frt. Figures 1.79
½ Pint of our special Loco Black Lacquer 1.59
WA 3 point track gauge ..... .30
GT Hypo Oiler-needle puts oil in rt place .98
48 Unpainted Passenger Figures. Wow—only ..... .98
8 Painted Railroad Figures, standing... 1.19
All metal, sprung Bettendorf Freight Truck Kit ..... regular .75 now .39
Die cast Track and Bumper (reg. .75)... .29
Arden 52' Baggage Car Kit, wood & metal, choice of arch or monitor roof. Many RRs use old bagg cars w/modern coaches to save money. (3.50) 1.69
Use 410M coach green. 4 whl pass trucks too ..... .89
Get more for less at Blum's Hobby House.

HO Ready-To-Run Locomotives

All beautifully painted. Most available in sets.
Penn Line: GG-1 Pennsy Electric Loco. 39.50
Northern Pacific Diesel 'A' Unit 19.50
Northern Pacific 'B' unit w/Horn 17.50
Midget Diesel Switcher 14.50
Hobbyline: B&O Blue Diesel Switcher ... 16.00
Twin Unit Freight Diesel—Pennsy 25.00
(Above diesels have headlite & plus power)
0-4-0 Switcher w/tender—Pennsy 20.00
0-4-0 tank type "Shuttle Bug" Switcher 18.00
Gilbert: real smoke & choo-choo sounds:
443 Pennsy 0-6-0 Switcher w/tender ... 31.50
443 4-6-4 Hudson w/tender 37.50
446 Hudson (like above) w/electrnc whistle 47.50
430 Alco DL-600 Diesel w/12 whl drive 24.75
Tyco: T-208 2-8-2 Mikado Loco 39.95
T-212 4-6-2 Pacific loco 36.95
T210 New 4-4-0 American "General" .. 27.95
T217 0-6-0 Side Tank Switcher 18.95
T209 0-4-0 Switch Engine 23.95
T221 4-4 Futuristic Talgo Diesel 14.95
Varney: 2552 Road Diesel Switcher 32.50
2551 Casey Jones 4-6-0 Ten Wheeler w/tender 32.50
Fleischmann: 1340 Baldwin Diesel 17.95
1365 4-6-2 Pacific Loco w/tender 24.95
1325 0-6-0 Heavy duty Tank Switcher .. 14.95
Following imports, painted less otherwise stated:
Tenshodo NYC Hudson 4-6-4 ready to run 44.50
Tenshodo C&NW Atlantic 4-4-2 ..... 36.95
Tenshodo USRA w/tender 0-8-0 ..... 39.50
Tenshodo FT, F-7 or F-9 EMD Road Diesels 33.50
SD-9 EMD Road Switcher Ready to run .. 33.95
GP-9 EMD Road Switcher (With Dynamic Brake) 31.50
GP-7 EMD Road Switcher Ready to run .. 29.95
Tenshodo Hand-made articulateds:
Up "Challenger" 4-6-6-4 ..... 117.00
SP "Cab-forward" 4-8-8-2 ..... 132.75
C&O "Allegheney" 2-6-6-6 ..... 153.75
UP "Big Boy" 4-8-8-4 ..... 153.75
Tenshodo Accessories Bucyrus 200T Wrecker 15.95

United Santa Fe 56' Tender 12.95
United Buckeye 8-wheel Tender Trucks, pr. 6.95
Pennsy Scale Models: FM Diesel Road Switcher Unpainted 22.95

Extra HO CARS Ready Bilt

Penn Line: 451 Operating Searchlite Car 4.95
452 Piggy-Back w/Trailer on flat car.. 3.95
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470 Oil Tanker; 441 Gondola Car 3.50
480 Hopper Car 2.95; 401 Box Car 3.95
Hobbyline: Gondola or Flat Car 2.50
Box, Tank, Hopper or Caboose 2.95
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Texaco, Republic or Shell Tank Cars (Give alternate) 3.95
Stock cars—MKT, MP or ACL (Give alter) 3.95
8 whl, caboose, red & illuminated..... 5.95
4 wheel bobber caboose 3.50
Flat cars—Pennsy, SP, US Navy (give alt.) 3.25
Box cars—GM&O, Gen Am., MC, WM, GN, MKT (give alternate) 3.95
ALL TYCO CARS ARE DIE CAST METAL, WEIGHTED too.

Snap-Central RR Layout Table

Made by Atlas, sensational value! Complete table (4' x 4' & 2' x 4') w/layout design printed on board, extra designs included. $42.50 worth of Atlas track and switches, $16.00 worth of lumber, plus cork roadbed and scenic extras. All pre cut ready to put together (takes couple hours). The sensation of last year. No longer made as costs Mfr too much. These are last available anywhere. Order now. Shipped f.o.b. Cleveland ..... only 59.95

HO LOCO KITS

Imported, brass construction, screw driver assembly on all these locos. Much detail. Terrific! Complete.
Tenshodo: NYC 4-6-4 Hudson Complete Kit 34.50
C&NW Atlantic 4-4-2 Complete kit 29.95
USRA Switcher 0-8-0 Complete kit 29.95
Baldwin Switcher 0-6-0T Complete kit .. 8.95
FT, F-7 or F-9 EMD Road Diesels Complete kit A&B 33.50
SD-9 EMD Road Switcher—Painted, lettered kit 27.95
—Unpainted kit 26.00
GP-7 EMD Road Switcher Unpainted kit 22.50
International: 2-6-2 Prairie kit 25.00
0-4-0 B&O Switcher w/slope-back tender 15.00
4-4-0 American Kit (brass like the rest) 16.00
4-6-0 Ole Time Ostrich Kit 17.50
4-6-6 B&A Kit .... 27.50; GP-9 .... 22.50
4-6-4 AT & SF Hudson Kit, very popular 33.00
0-8-0 MKT Switcher w/tender 25.00
4-8-2 Mountain Loco Kit 33.00
4-8-4 NYC Northern w/shields & 14 whl tender 45.00
4-8-8-4 SP Cab Forward Articulated Kit 75.00
85 Ton South Shore Electric Kit 12.50
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2-truck Shay, r-t-r 56.50
Climax 2-truck, r-t-r 54.50
United Rod Locomotives
V&T No. 26, 4-6-0, r-t-r 37.50
Hand-made Prairie 2-6-2 ..... 49.50
PFM EMD 1,000 hp Diesel Switcher Kit, less power, Baker 8-wheel drive Baker drive kits include pulley, belt and motor flywheel. 29.95

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Regular kerosene lantern w/globe, 11 1/8" high w/handle, 5" wide. Realistic 1.98
Pittman DC-62A Motor 4.50
Pittman DC-60 Motor 5.00
Kemtron 0-4-0 Old Time Teakettle Loco w/tender 34.50
Pufferbelly (Pioneer) 4-2-0 w/tender. 34.25
Tonnerville Trolley 24.95
Powered Box Car Kit 15.95
1907 Thomas Flyer Rail Auto Powered 14.95
Hobbytown Alco 1600 12 wheel drive Road Switchers 24.95
Fine Penn Line Die Cast Loco Kits:
GG-1 Pennsy GG-1 Electric Loco Kit... 34.50
T-1 Pennsy T-1 Duplex Loco & Tender Kit 34.50
I-1 Pennsy I-1 Decapod Loco & Tender Kit 34.50
L-1 Pennsy L-1 Mikado Loco & Tend. Kit 34.50
K-4 Pennsy K-4 Pacific Loco & Tender Kit 34.50
H-9 Pennsy H-9 Consolidation Loco & Tender Kit. 32.50
E-6 Pennsy E-6 Atlantic Loco & Tender Kit 29.50
D-2 Midget Diesel Switcher Kit 8.95
HO Trolley Kits by Pennsy Scale Models:
PCC Traction Car (16.95) 14.50
IRR Interurban Trolley Car 22.50
Ole Time Bell Suburban Trolley 17.95

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Authentic scale realism! silent, soft pine roadbed base stained and ballasted w/brass rail installed, w/rail joiners, ready for installation.
RTS 2' length STRAIGHT section 1.00
RTC CURVED, choose your circle: 16", 18", 20" Radius 22/ 6.65; 24/ 7.30; 26" 7.95; 28" 8.60.
HiSpeed Switches w/closing frog, avoids derailing:
HSK HiSpeed Switch Kit—Y, 4, 6, 8, R/L ..... ea. 1.25
HMS Mounted Single Switch—stained and ballasted—Y, 4, 6, 8, R/L..... ea. 3.35
MDT Mounted Double Switch No. 4 .... 10.95
RCS Remote Control Mounted Switch (fully wired, w/switch machine, controller extra 5.95
MX Mounted Crossings—14°, 28°, 45°, 60°, 90° ..... ea. 3.95
Single Crossover—4, 6, 8, R/L..... ea. 5.95
HiSpeed Scissors Double Crossover 4 or 6. 17.95
Brass rail joiners ..... .35
Remote Control Mounted Crossover—4, 6, R/L 12.95
"Show-Off" Track for mantelpiece, etc. w/solid mahogany base, engraving plate. It's beautiful. Choice: 15" long at 8.95; 30" 8.98
Snap Electric Switches, R/L..... each 4.50
Snap Switches, Manual, R/L..... each 2.95
Custom Line Switches Y, 4 or 6, R/L.. ea. 2.50
Remote Cotnrol Switch Machine—custom line 1.75
Custom Line Manual Switch Machine .... .60
Controller box to operate switch machine 1.00

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Vol. 25, No. 10

RAILROAD MODEL CRAFTSMAN

EST. 1933

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SUBSCRIPTIONS: Price 50c per copy; subscription $5.00 per year in the United States and Possessions. Canada, Foreign, and Pan-American subscriptions $5.50 per year. All communications about subscriptions and changes of address should be sent to: Circulation Manager, Railroad Model Craftsman, Ramsey, N. J.

CONTRIBUTIONS: Articles, drawings, and photographs are welcome. Contributors are advised to retain a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Accepted material is subject to whatever changes are necessary to meet the requirements of this publication. Payment is made upon publication. The contents of this magazine must not be reprinted without written permission of the publisher. Copyright 1957 by Model Craftsman Publishing Corporation. Printed in the U. S. A.

for February 1957

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THE COVER

Sleek blue and yellow Electro Motive diesel with headlight burning prototypically in the daytime, snapped on the little Chesapeake & Ohio Railroad, 2-rail O gage layout of Leonard Blum, of Cleveland.

SAFETY VALVE

Those 100 Big Pages

Your new magazine is certainly going to fill the needs of the (now obsolete term) tinplaters. When Toy Trains was appearing separately I acquired many ideas therefrom for scale operations and construction, and now hope to do so again from your expanded Railroad Model Craftsman.

W. C. Mansell
Toronto 18, Ont.

Congratulations on a tremendous and very impressive January issue. Keep up the good work.

Sylvan G. Sidney, Publisher
Craft, Model & Hobby Industry
New York 16, N. Y.

Craft, Model & Hobby Industry is the leading magazine devoted to the entire craft and model industry. While not familiar to the average model hobbyist, your dealers and manufacturers know it well. Ed.

I have been reading my January issue for the past two hours. The fire car is the coolest. More MORE! Ditto the box car bodies article.

I think your new magazine really fine and I promise not to miss a single issue. Toy Trains is the second best thing to happen to your magazine. RMC is the first.

Patrick Medina
New York 12, N. Y.

Construction on that box car is continuing in step by step fashion, covering each separate detail. While it may be old hat to some, we've discovered that even some of the old timers didn't know all the tricks being covered by author Corrick. Ed.

To be quite frank, I waited for the January issue to see what the new RMC would be like. Well, all your ads didn't do it justice. It is now the top magazine in the scale and tinplate fields. Congratulations for a job well done.

William T. Serviss
Bayside 61, N. Y.

The overwhelming flood of letters all read pretty much as those above and they are still pouring in. Many offered helpful suggestions which we will try to put into effect wherever possible. But you can't please all the people all the time. A few readers didn't like the new combination and the letter below expresses their views:

What are you trying to prove? Your magazine is pure trash now. Your January 1957 issue has lousy type, paper, no color, and the editorials and articles are lousy. The photographs are all grainy and the print you're using is old fashion. Why don't you guys wake up? . . . Let's wake up and put out a better magazine. I think the December issue was 100% better than the January issue. And please stop going toward the beginners in the Craftsman section and go toward the craftsman. In the Toy Trains section go toward the beginners.

You're on your way down hill your magazine is all trash.

Bob Scott
Omaha, Neb. postmark
(No Address Given)

Wants To Correspond

How about a column which gives the names and addresses of modelers, plus their road name and gauge. This way we could see pictures of layouts that have not been published in RMC, by swapping.

Robert Swanner
3425 Mayfield Ave.
Baltimore 13, Md.

Swapper Column often lists people wishing to correspond. Use it. Ed.)

Outside Third Rail

In the DS REPORT (Jan. '57) there is a comment attributed to "one prominent Cleveland O Gauger" that it is a mental quirk that makes 3-rail signaling easier.

Well, in reply if:

1—Prototype realism
2—Reliability
3—Economy

are mental quirks, then model railroading needs more mental quirks if it is to live up to its claims of "modeling" its prototype rather than just "playing with trains."

It is undoubtedly true that outside third rail is unrealistic in the vast majority of modeled railroads, but why should one object to the one feature that is most like the prototype.

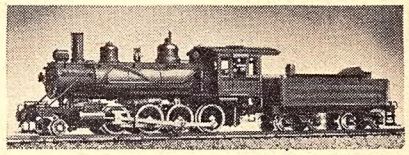
In the Safety Valve in the same issue, the Long Valley Electric Ry. has a letter published relating to the relative merits of rail sectionalizing vs. trolley (wire) sectionalizing on traction systems.

Where to sectionalize a trolley system is a favorite topic among our juice

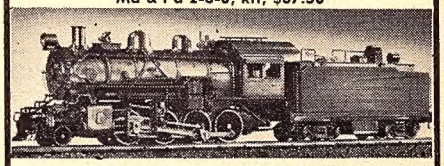
UNITED SCALE MODELS

HO BUILT TO THE HIGHEST STANDARDS

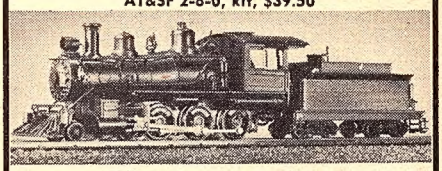
Here are United's seven beautifully modeled examples of authentic prototypes, complete in every detail, fabricated of lifetime brass and high pressure zamac castings. Owned by the most discriminating model railroaders and sold by hundreds of leading dealers.



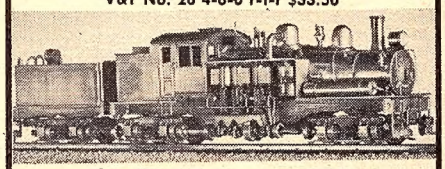
Ma & Pa 2-8-0, kit, $37.50



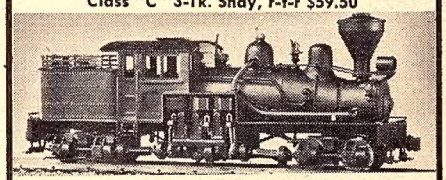
AT&SF 2-8-0, kit, $39.50



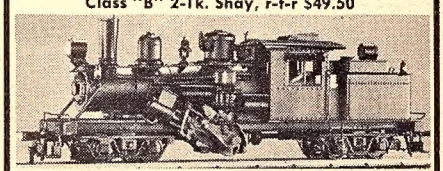
V&T No. 26 4-6-0 r-t-r $33.50



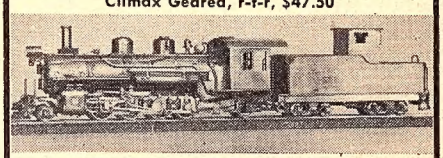
Class "C" 3-Tk. Shay, r-t-r $59.50



Class "B" 2-Tk. Shay, r-t-r $49.50



Climax Geared, r-t-r, $47.50



HOn3 Rio Grande K-28, kit $54.50

These outstanding models plus the entire Tenshodo line, are fully illustrated and described in PFM's beautiful HO catalog with unique "keep-up-to-date" coupon. Available from leading dealers everywhere or postpaid direct *from PFM—50c.*

NEW—Kemtron's 3rd edition of their Master Catalog for Craftsmen—$1.00 postpaid. All Kemtron parts and kits always in stock at PFM.

PFM **PACIFIC FAST MAIL**
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Use Convenient Order Blank

LOOK! Only AHC Gives You All These Terrific EXTRAS

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6. Most complete stock available in America. If it's advertised we can usually supply it.
7. Competent understanding of your problems.
8. 64 Page giant 2-color illustrated catalog FREE with every order. HO & TT GAUGE

MORE for your money

SATISFACTION GUARANTEED OR YOUR MONEY BACK

HO GAUGE

LOCOS & POWER UNITS

ATHEARN - GLOBE
R.D.C. (1, 2, 3 or 4) ... 14.95
R.D.C. (Dummy—1, 2, 3 or 4) ... 6.95
GP9 DIESEL (8 wd. Drive):
Gear Dr. ... 15.95 Painted SP 16.95
Belt Dr. ... 11.95 Painted SP 12.95
Dummy ... 5.95 Painted SP 6.95
F7 DIESEL (S.F., PA. or So. Pac.
KIT - Single Drive A or B - ea. 11.95
KIT - Dual Drive A or B - ea. 14.95
ASSM8LD Single Dr. A or B ea. 14.95
ASSM8LD Dual Dr. A or B ea. 17.95
Assmbld. Dual Belt Dr., S.P. or Pa. 6.95
A or B Unit, Frt. or Pass.
Dummy Kits ... UNPAINTED:
A Kit — .98 B Kit — .89
Dummy Kits ... PAINTED:
A Kit — 2.29 B Kit — 1.89
FLEISHMANN (Ready to Run)
0-4-0 Loco ... 11.50
Baldwin Dsl. Switcher ... 17.95
Moqul Loco ... 19.95
Pacific with Tender ... 24.95
0-6-0 Loco (Tank Switcher) ... 14.95
HOBBYTOWN
Alco Pass. Dsl. 101K(12 wl dr.) ... 29.95
8 wheel Drive 215K ... 19.95
Alco Switcher 300K (12 wl. Dr.) ... 24.95
8 wl. dr. 320K (DC 90 Mtr.) ... 29.95
Alco 1600HP Dsl.123K(8wl.dr.) ... 27.50
8 wl. d. 206K (DC 90 Mtr.) ... 19.95
EMD E-7 Pass. Dsl. 97K. 12 wl. ... 29.95
8 wl. dr. 186K (DC 90 Mtr.) ... 19.95
GLOBE F7 Pwr. Chasis 8 wl. dr. ... 14.95
Multi-Drive 4 Dummy A or B ea. ... 9.95
RDC-1 (350K) ... 24.95
LINDSAY
Alco 1600 hp. Diesel - A ... 13.95
B - 13.95 Dummy B ... 4.95
Power Truck Kit for Globe F7 ... 9.95
Powertruck for RDC ... 12.95
MANTUA
Shark Nose Rd. Diesel A or B Unit ... 14.95
Shark Nose B Dummy ... 7.95
Shark Nose Dual Drive ... 9.95
Booster — 10.95 Shifter ... 15.95
Valve Gear Kits - 2.95 Assmbld. ... 4.95
Little Six — 12.95 Big Six ... 17.95
Pacific — 24.95 Mikado ... 27.95
Trolley — 8.95 General ... 19.95
Roundhouse Goat ... 24.50
Moqul or Belle of 80's ... ea. 29.50

IMPORTS

LOCOS • TROLLEYS • CARS

EVERYTHING CARRIES THE FAMOUS AHC GUARANTEE. WE STOCK OR CAN SUPPLY MOST ANYTHING IF AVAILABLE, ANC SUP-PLIES IT & FAST !

IMPORTED LOCOS, TROLLEYS
B&O Switcher ... 15.00
0-4-0 Mother Hubbard ... 15.00
Diamond Stack 20.00: R-T-R ... 25.00
4-4-2 Am. Oldie 16.00: R-T-R ... 22.50
ACL 0-6-0 Oldie 20.00: R-T-R ... 25.00
Ostrich 4-6-0 17.50: R-T-R ... 22.50
4-6-2 Pacific 22.50: R-T-R ... 33.00
MKT 0-8-0 25.00: R-T-R ... 30.00
4-6-6 B&A 27.95: R-T-R ... 35.00
4-6-6-4 UP Challenger Articulated
Ready-to-Run Only ... 95.00
4-8-8-2 Cab Forward Articulated
Kit ... 75.00: R-T-R ... 95.00
0-8-0 U.S.R.A. 26.00: R-T-R ... 32.00
0-8-0 Cl'dian 26.00: R-T-R ... 33.00
GP-9 Switcher ... 22.00: R-T-R ... 28.00
B&O, NYC, SR, UP, PRR, SP, GN
F-9 A&B ... 27.95: R-T-R ... 33.50
PRR, ATSF, KCS, UP, GN, Erie,
WP, RI, NP, NYC
Coney Is. Trolley 12.00: R-T-R ... 15.00
IRR Trolley R-T-R Only ... 15.00
PCC Trolley, R-T-R Only ... 15.00
Centipede Tender 14Wt., NYC ... 10.00
Shorty Vanderbilt Oil Tender ... 5.50
So. Shore Elect. 12.50: R-T-R ... 17.95
D18 Electric ... 12.50: R-T-R ... 17.95
F-7 A&B ... 27.95: R-T-R ... 37.95
PRR, NYC, SF, UP, Erie, GN, CRRNJ
F-7 A&B ... 27.95: R-T-R ... 33.50
PRR, SF, SP, NYC, Erie, GN
1500 hp. Alco Switcher Kit ... 21.00
CAR KITS (ALL BRASS)
40' AUTO ... ea. 1.50
B&O, Seab'd, MKT, UP
50' AUTO ... ea. 1.75
SP, C&NW, Monon, SF, PRR, MKT

ORDER FROM AHC !

PENN LINE
GG1 — 39.50 Painted Kit 44.50
Ready-to-Run, Painted ... 54.50
Pacific - 34.50 Atlantic ... 29.50
Consolidation 32.50 Mikado ... 34.50
Decapod - 34.80 Articulated 39.50
Midget Diesel Switcher ... 9.95
Midget Diesel Switcher Assem. ... 14.50
PENNA. SCALE MODELS
FM Diesel 8 wl. dr. ... 22.95
Street Cars: PCC - 16.95 IRR ... 22.50
Brill Trolley - 17.95 IRR Trailer ... 12.50
PITTMAN MOTORS
DC 60 - 5.00; DC 80 - 6.00; DC71 6.50
DC 94 - 7.50; DC91 - 7.50
VARNEY
Aerotrain Loco .99 Finished ... 1.99
Aerotrain Power Kit ... 9.50
O-4-O Dockside ... 15.00
Brute Diesel A or B (Assmbld.) ... 15.00
Brute Diesel Dummy A or B ... 7.95
Consolidation (with Tender) ... 29.95
GM 1000hp Diesel Switcher ... 19.75
Casey Jones with Tender ... 22.00
Drive Unit: Single 9.50; Double ... 14.95
MISCELLANEOUS
MEW 44 Ton Diesel ... 19.95
GP9 Diesel (O.K.) Assmbld. ... 19.95
MODEL DIE CAST 0-6-0 ... 17.50
MODEL DIE CAST 4-4-2 Atlan. ... 24.95
MODEL DIE CAST Yd. Hog 0-6-0 ... 14.50
WALTHERS Shuttle Jack ... 21.95

POWER PACKS-CONTROLS

MODEL RECTIFIER CORP.
Throttle "Pulse" Pack ... 13.95
Train Pack - 10.95: Dual Pack 32.95
Model Pack - 23.95: Tri Pack 43.95
Model Meter Pack ... 25.50
Cab Control Unit ... 9.95
Model Adapter ... 9.95
Selenium Rectifiers: 2 Amp. ... 4.60
4 Amp. 6.45 6 Amp 7.95

NEW!

BRAND NEW RELEASES FROM THESE LEADING MANUFACTURERS . . . ORDER BY MAIL FROM AHC

SWITCH CONTROL BOX 1.00

Push button control box to operate your switches.

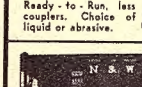
RIBBON RAIL

TRACK CLEANING CARS

Ready - to - Run, less couplers. Choice of liquid or abrasive. 4.85

ULRICH AUTOMATIC UNLOADING HOPPER

Fully automatic, working car. CO or SP. Screwdriver assembly. 3.50



Athearn NEW GLOBE DIESEL

Brand new A unit, Assembled! Dual Belt Drive. S.F. or PRR. $6.95

PENN LINE PENNSY GG-1

This powerful loco has illuminated number boards, 2 operating headlights. Both power trucks are driven & all moving parts run in silite bearings. Metal. Green with gold lettering.
Kit 39.50 Painted Kit 44.60
Ready to Run, Painted 54.50

SCINTILLA
Unipack - 10.95: Electro Pack 19.95
Unipak Senior ... 13.95
Electro Pack, Dual Control ... 25.95
Multi Pack Sr. ... 37.95
Dyna Pack Mark IV ... 31.95
Block Control ... 8.50

MISCELLANEOUS
Mono-Pacer (Bergen) ... 15.95
Duo-Pacer (Bergen) ... 34.95
Trio-Pacer (Bergen) ... 42.95
Powerpacks: Herkimer ... 10.95
Varney, Hobbyline or Tyco ea. 9.95
Tyco Master Pack ... 19.95
K&O Choo Choo Pack ... 7.95
HO Rheostat (Ohmite MT-40) ... 6.60
Circuit Breakers 3 or 5 amps. ... .225
Jiffy Switch Controller ... .225
0-6 or 0-20 DC Amp Panel Meter ... 3.00
0-15 DC Voltmeter Sq. Panel Type ... 3.00
Toggle Switches: SPST ... .70
DPST - .80: DPDT or SPDT ... .95
DP-DT center off position, Reverse ... 1.40
SP-DT mom. (1 hole mounting) ... 1.25

HO ROLLING STOCK

ATHEARN & GLOBE
STREAMLINERS (PLASTIC):
Coach or Baggage - Mail ... .98
Painted S.F. or PA. ... 1.98
Vista Dome Observation ... 1.29
Painted S.F. or PA. ... 2.29
40' BOX CARS ... ea. 2.50
El Capitan; Grand Canyon; Scout Chief:
Super Chief; ACL; C&O; C&EI; C
&NW; CN; CP; Erie; FEC; GM&O; GN;
IC; DL&W; NP; Monon; NYNH&H;PM;
RI; SAL; SP; UP.
40' SPECIAL BOX CARS ... ea. 2.95
B&O Sentinel; B&O Time Saver; C&O
Luminous; NYC Pacemaker; SP Overnight; Timken RF Red, Yellow or Silver;
W.P.; MP; NC & ST.L; ST. of Me.
40' AUTO ... ea. 2.75
Super Chief; El Capitan; Scout; Grand
Canyon; Monon; KCS; SSW; MKT; Chief
; ATSF; Erie.
40' FLAT CARS ... ea. 1.85
C & NW; Cinchfld; Grand Trunk
50' FLAT CARS ... ea. 1.95
Southern; U.P.; Erie
REEFERS ... ea. 2.75
MDT; Ill. Cent; Burl; Art; NP; Armour;
FDEX; ART/MP; WFE; PFE; Swift; SoM.
Rd. Roof Cars; 40' Box ... ea. 2.50
40' Auto ea. 2.65; 50' Auto ea. 2.75
DT&I; Penny; SAL; N&W
TANK CARS (1 Dome) ... ea. 2.50
Mobilgas; SP Gas; SP Diesel; UP; Shell;
Texaco; Roller Freight
TANK CARS (3 Dome) ... ea. 2.75
Union Oil; UTLX; Deep Rock; Shippers
TANK CARS (Shorty) ... ea. 2.40
Atlas: Meanolia; Crystal

AMBROID
G.N. Caboose or wing snow plow ... 3.95
G.N. Express or Unicel Reefer ... 3.50
Stock Car or BM Snow Plow ... 3.00
Watermelon Car ... 3.00
Open Platform Coach, Baggage or
Combination Car ... ea. 3.95
AYERS - SILVER STREAK
Flat Cars: Gondola, Coal; Drop
Hopper, Hopper Gond. ... ea. 2.50
BINKLEY MODELS
PASSENGER CARS ... ea. 4.95
1880, 1890 or CP Coach; 1890 Exp.
Mail; U.S. Postal; 1864 Sleeper
1850 Pay Car ... 3.95
1870 Baggage Mail ... 4.50
1900 Chair Car ... 5.50
1890 "Shorty" Observation ... 5.75
Business Car ... 5.95
Col. Midland Wood Box ... 2.75
Overland Despatch Wood Box ... 2.75
D & RGW Wood Stock Car ... 3.10
M.P. & A.T.&S.F. Wood Stock ... 3.10
Box Cars: NH, Rutland B&M,
or M & St L ... 3.35
HERKIMER (OK)
80' STREAMLINERS ... ea. 4.95
Coach; Baggage; Baggage-Coach:
Sleeper; Diner; Postal-Baggage.
80' Astrodome or Observ. ... ea. 5.95
60' STREAMLINERS ... ea. 4.45
Coach; Baggage; Baggage-Coach:
Sleeper; Diner; Postal-Baggage.
60' Astrodome or Observ. ea. 5.45
J-C MODELS
Observation Car ... 3.50
$2.95 ea. (Silver Sides) NYC: Postal,
Diner, Baggage, Bag. & Coach,
Lounge, Coach, PA: Baggage, Bag. &
Coach, Coach, Modern Coach, 12
Sec. Pullman. N&W: Coach, Bag. &
Sec.
LACONIA
Sierra Combine or Coach ... ea. 3.25
Reefers: Dry Ice, Cent. Vt. Milk,
Rut. Milk, Chat. Mar. Wine ea. 1.75
Ralston Purina ... 2.25
Penna. Hopper or Gondola - ea. 1.50
REEFERS ... ea. 2.50
Bears; Goetz, Tivoli, BullFrog, Peerless;
Me. Pot; Columbia Soup; Merchants
Bisc; Kraft; Libby's; Page Milk

GEN. SVC. GONDOLAS ... ea. 2.90
SP; UP; Utah Coal; Great Northern;
M & St.L; Soo
OUTSIDE BRACED BOX ... ea. 2.90
SP; Pere Marquette; B&M; GN; D&H;
ATSF; Den. & Rio; Le & Ark.
BRACED CATTLE CARS ... ea. 2.75
Chicago; St. Paul; Minn. & Omaha; At.
Coast Line; Penna; Chicago & N'western
WOOD SIDE BOX CARS ... ea. 2.50
Texas & Pac; Delaware: Lack. & Western
CARS ... ea. 2.25
Nashville; Chat. & St. Louis; So. Pac;
Texas & Pac; Canadian Pac; St. Louis;
Southwestern; Soo Line
HOPPER CARS ... ea. 2.90
D&H; L.V.; Reading; W.Md.; Santa Fe;
B&O; R.I.; L&N; Me-Pac; NYC; Erie;
Frisco; N&W Pa. C.S. & O.; Mill;
Operat'g Hopper (C&O, SP) ea. 3.50

Buried in This Ad are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

VARNEY
Aerotrain Coach .79 Observ. .99
Finished: Coach 1.79 Observ. 1.99
40' FLAT CARS ... ea. 1.90
Pa. S.F.,T.S.F., NYC, No. Pac.
TANK CARS ... ea. 2.25
Sinclair; UTLX; Texaco; GATX, ATSF.
Koppers; Carbide; Goodyear
REFRIGERATOR CARS ... ea. 3.35
Beers; Blatz, Pabst, Schlitz, Can. Nat'l;
Me.Pot; Burl; MDT; Gerbers Baby Fds;
NP; St. Louis; Wabash Flag; ART; SP El
Capitan; PFE; Old Dutch Cleanser;
Fairmont Butter; Carnation Milk.
COVERED HOPPERS ... ea. 2.35
Monon; NY; Nkl. Plate; Pa; Del & Hud.
HOPPER CARS ... ea. 2.35
Pa; Sp; D&RG; Mich; EJ&E
GONDOLA CARS ... ea. 1.90
Pa; SP; D&RG; Mich; EJ&E

Athearn Bettendorf, Arch Bar or Andrews Types ... pr. .85
Athearn Symington ... pr. 1.00
Athearn Buckeye 6 Wheel ... pr. 1.95
CV Fox 30 or 40 ton ... pr. 1.25
CV Arch Bar Short Wheelbase ... pr. .85
CV 6W Riveted or Cast Frame 2.25
CV 4W Riveted Frame, Standard or Streamliner Types ... 1.95

HO TRACK PRODUCTS

ATLAS
Curvable Track, 3 Ft. Section ... .75
Switch Kits Y, 4, 6, 8-LH or RH ... 1.25
Assmbld. Switches 4, 6, 8, LHorRH 1.95
Custom-Line Switches Y, 4, 6 LorR 2.50
Crossings: 12½° RH or LH ... 2.95
19 or 25° - 2.50; 30, 45 or 60° 2.25
Switch Mech. Manual .60; Remote 1.75
Rail Joiners, Brass ... .50
Plastic Insul. Rail Joiners 12 ... .15
Cork Roadbed or Switch Blocks ea. .35
Tie Strip ... .25 Ft. 1.50
Switch Tie Strip ... 10 Ft. 2.00
Double Tie Strip ... 10 Ft. 2.50
HO Brass Rail ... 99 Ft. 3.75
ATLAS "SNAP-TRACK"
Snap-Track ... Straight 9" Sections, or
Curved (15", 18" or 22" Rad.) ea. .25
Auto. Snap Switch RH, or LH ... 4.50
Manual Snap Switch RH or LH 2.95
Bumper ... .49; Control Box ... 1.00
Girder Bridge ... 1.75
90° Snap-Crossing ... 2.25
Terminal Sect, Strs't or 18" Curvd. .75
Re-Railer on Snap-Track ... .60
TRU-SCALE READY-TRACK
Straight 2' lengths $1.00; Curved 16",
18" & 20" radius ea. .75; Full circle $6.00
Full Circle: 22" - 6.65 — 24" 7.30
26" - 7.95; 28" 8.60
Show-Off Track: 15" - 6.95 30" 8.95
MOUNTED TURNOUTS TIED ea. 3.35
Hi-Speed 4, 6, 8 or Wye RH or LH
MOUNTED X-OVERS TIED ea. 5.95
Hi-Speed 4, 6, 8 RH or LH
Scissor Crossover 486, RH or LH 17.95
Hi Sp. Dbl. T'nout #4, RH or LH 10.95

RED HOT BUYS

BRASS RAIL 99 Ft. $2.95
495' for $12.50
NICKEL SILVER $4.79
99 Ft. Bundle of Rail

SOLDERING IRON
Ideal for all model work Reg. $2.25. A Real buy. at only ... $1.29

DC POWER SOURCE
4 amps, 12 volts in a build-it-yourself power kit. Here's a basic unit consisting of transformer, line cord, full wave constant duty selenium rectifier—color coded and labeled for hookup, 5 amp circuit breaker and holder, etc. An ideal power source for cab control.
REDUCED TO ... 9.95

0-20 D-C AMP METER
... panel mount, 2½" square with bezel. An AHC super special. Reg. $3.00 ... 2.00

61-80 CARBON DRILL SET with Hunt Case. Of good quality. Save $3.60. Reg. $6.50 ... 4.50

HO SWITCH MACHINES
Positive spring toggle action. A real "buy" at this low price! 98

4 for $1.00
10 for $2.00
SPECIAL BUY! Control panel and track diagram INDICATOR LAMPS. A real bargain!

SWITCH CONTROLLERS. Complete with 2 colored G.E. miniature bulbs, mounting screws, number strips, full instructions, etc. Reg. 98c each 2 for $1.59

TOGGLE SWITCHES
SPST ... 29c
DPDT ... center off ... 98c

AHC CORK SWITCH BLOCKS for No. 4 or 6 switches (LH or RH). Extra wide to fit switches with built-in switch machines. Reg. 35c ... 30c

PEA LAMPS ... 12 volt with leads. Choice of Red, Green, Amber or White . 10 for $1.25 3 for 49c

HO CAR PARTS

COUPLERS & RAMPS
Rail Line NMRA std. couplers...pr. .35
Rail Line (above) w/dr. gear...pr. .50
Rail Line Uncoupling Ramp ... .15
Varney Dummy .10 w/draft .15
Mantua Freight .35 Passgr. .50
Mantua Freight (metal cars) pr. .25
Mantua Uncoupling Ramp ... .50
Varney Automatic .20 Brass .30
New Varney Ramp ... .15
Kadee ... 40 w/Draft Gear... .50
Kadee Uncoupling Ramp ... .25
Kadee Control Button ... .35
HObbyline Couplers (Plastic)...pr. .25
TRUCKS
Kadee Talgo Trucks ... pr. 1.30
Mantua Talgo Pass. ... pr. 1.95
Mantua "Talgo" Trucks ... pr. 1.25
Varney (Nylon) ... pr. .50
Silver Streak (Metal) ... pr. .85
Mantua Bettendorf ... pr. .75

MOUNTED CROSSINGS
45° and 60° DEP ... ea. 3.95
T/S WOOD ROADBED - TIES - PLAIN
Straight ... 3 Ft. .45 .33
Superflex ... 3 Ft. .72
Expan. Easements, R&L pr. ... .80
Bridge Stock 18 in. ... .40
Switch Blocks, Any Size ... .65 .45
X-over ... Any Size ... .85 .55
COMPLETE CIRCLES
14" Radius ... 1.90 1.45
16" Radius ... 2.15 1.65
18" Radius ... 2.40 1.85
20" Radius ... 2.65 2.05
22" Radius ... 2.90 2.20
24" Radius ... 3.15 2.40
26" Radius ... 3.40 2.60
28" Radius ... 3.65 2.80
30" Radius ... 3.90 3.00
32" Radius ... 4.15 3.15
34" Radius ... 4.40 3.35
36" Radius ... 4.65 3.55
Switch Kits: Y, 4, 6, 8 RHorLH ea. 1.25

HO MISCELLANEOUS

SWITCH MACHINES
Atlas Manual .60 Remote ... 1.75
Klick ... 1.35 Challenger ... 3.50
Polaris (Exposed or Concealed) ... 2.25
Turbo Jet ... 1.50
Walthers TS-5 ... 2.25
Lindsey - 2.95 Mini-Switch 1.95
Jiffy Switch 2.25: Tru-Scale ... 1.95

BLDGS. & STRUCTURES

ALEXANDER
Country School or Fr. Stn. ea. 3.50
Tunnel Portals (PRR, B&O, N&W) 1.15
Dbl. Tunnel Portals ... 1.50
Water Tank - 3.50; Coaling Stn. 6.95
Pillar Crane & Dock ... 2.95
Oil Tank and Rack ... 2.25
Flag Stop Station ... 3.50
AYERS — TRU SCALE
Rail Truck Terminal ... 2.25
Mission Style Station ... 1.90
1887 Passenger Depot ... 4.25
Fr. House: 1886 2.95 Box Car 1.95
Cooling Twr. 1.10: Water Tank 2.25
Mission Cafe- 2.75 Lumber Yard 4.25
Union Ice Co. 4.25 Old Town ... 4.95
Line Platform Extension ... 2.25
New Diesel House ... 4.95
Modern Station 1.45 Factory 2.25
Dock or Thru Timber Bridge ea. 3.50
Timber Trestle 3.75: Truss Bridge 5.50
Old Town Lodgings ... 3.75
Platforms: Freight 1.25 Passgr. .95
2 Modern Stores ... 1.25

SUYDAM & ARGY
Nite & Day Water Heater Co... 4.25
Interior Details...225 Lighting... .95
Set Still Rdhse. 5.25 Xtra stalls 1.25
No. 1 Furniture Factory ... 3.75
No. 2A Machine Wks. Dbl. Bldg. 4.25
#2B Machine Wks, Single Bldg. 3.00

NO MINIMUM ORDER

14 Day FREE Examination WITH FULL MONEY BACK GUARANTEE!

Any unused item purchased from us can be returned in 14 days for complete refund or exchange.

ORDER NOW! GET ALL the AHC "EXTRAS"

MISCELLANEOUS

Kit B ... 3.95 Kit C ... 5.95
Lifting Kit for Pass. Cars ... 1.75
Lighting Kit (Herkimer) ... .95
Terminal Connector (Mantua) ... .50
M. H. P. Diaphragms ... pr. .65
HO Ballast, Gravel, Grass, Earth, Coal, Scenic Sand ... ea. .35
Trackclever Spikes ... .60
Spikes (Offset Hd.—Steel) pkge. .50
Slide Switch ... .25
Kurtz Kraft Semaphore ... 2.25
Kurtz Kraft Crossing Gate ... 1.95
Kurtz Kraft K4—1.50: Economy .98
M. E. W. Ground Throw ... .75
Kurtz Kraft K5 ... 2.50

TOOLS
Vacuum Spray Gun (410M) ... 3.75
Coupler Ht. Gauge .35; Kadee 1.00
Track Gauges: Troxel Brass ... .85
Plastic (Any) .40; NEW .35; Varney .30
M. E. W. Track Layer ... 1.25
Gaunt Spiker ... .75
Lindsey Mechanical Rail Spiker ... 3.15
Mantua Re-Railer ... .35
Varney Re-Railer .25 Permanent .69
Clock Oil ... .25 Spindle Oil ... .25
Valvespout No 3 Precision Oiler 1.00
Scale Ruler (HO) Steel ... .45 and .65
12" HO Scale Ruler ... 1.00
Double Pin Vise 1.00 4-Way 1.50
Jeweler's Saw 1.39 Zona 1.00
Glue Gun Plastic .50: Metal .75

#3 Northside Tool & Die Co. ... 3.75
#4 Mine Buildings ... 5.25
Warehouse - $3.75 Engine House 3.95
Pump House ... 2.95 ... Sawmill ... 4.85
Grain Elevator ... 3.75
Mines: Blk. Dart 1.95 Red Lk. 2.75
House-Cream, Lt. Green, Rose, ... 2.25
Shelter: Open or All Season ... .95
Station Shed ... 2.95
Yard Control Tower ... 4.50
Mail Pouch Tobacco Barn ... 1.95
Switchyard Observ. Tower ... 4.50
Grand Junction Box Works ... 3.25
Swift Meat Packing Plant ... 3.65
Fruit Growers Exchange ... 3.25
Purina Chows Feed Mill ... 3.45

MISCELLANEOUS
Turntable (Ideal) ... 12.95
Parmesence ... Pkg. 1.00
Model Wood Lumber Kits: Kit A 2.95

FIGURES—ACCESSORIES

TRU-SCALE
SCENIC BACKGROUND ... ea. 1.00
Farm Scene; Town Scene; Mountain.
TREES, INDIVIDUAL ... 6 for 1.00
Green Shade Tree; Cypress Tree; Orange Tree; Apple Tree; Spring; Autumn Tree
SHRUBS AND MISC.
Hedges (Flowered or Plain) ... .98
Plants or Bushes (Flowered) ... .98
Imitation Grass, Earth or Lichen ... .98
Landscape Kits 9 pc. .98; 19 pc. 1.95
Flowers Climbing ... .98
ORNAMENTAL FLOWERS ... 6 for 1.00
Red; Yellow; Blue; Green; Mixed Red & Green; Mixed Yellow & Green; Assorted

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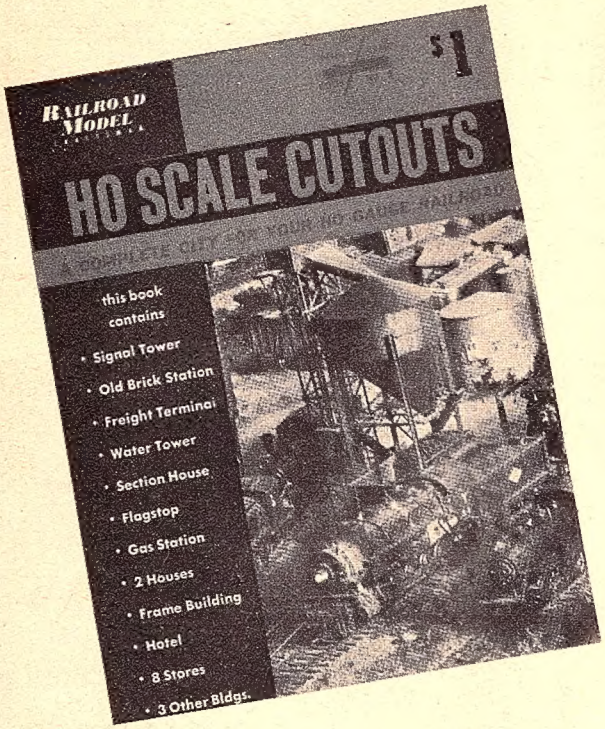

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modelers, and the letter from the LVERy covers the major points. However, I'm wondering if changing the sectionalizing will cure the problem of a train's stopping when the first (power) car enters a dead block. It appears as if a train line might be a simpler and more effective solution.

I would appreciate comments.

Philip S. Hedene
157 East Spruce Ave.
Inglewood 1, Calif.

Rail Blocks And MU Operation

I have just finished reading the Safety Valve (Jan. '57) letter written by the Long Valley Electric Railway. I may be able to solve their problem wherein they operate MU cars and have the rail blocks cause trouble. The same situation is present when running diesel units into a dead block such as when you use the new Tru-Scale Automatic Train Control. As the lead unit enters the dead section the rear unit or units will continue running unless you manually shut off the rear block. We have found that a simple coupling made of flexible wire and dress snaps, connecting the two or more units, will solve the situation. This way the rear units will pick up juice and transfer it to the front unit until all units are in the dead block. This type of coupling is easy to install and looks good, too.

Andrew R. Saez
Orange, California

Junk Mail

Some pass exchangers include with their passes a wealth of advertising not of all which pertains to railroads. Some of these characters send advertising ranging from hernia trusses to gold mine schemes. Actually, only a very small percentage of pass swappers include this junk but it is annoying. Furthermore, if any of these guys send me a pass with this advertising, I'll just keep the pass and not exchange. Sneaky, eh?

Jason Fane
Brooklyn 25, N. Y.

We've been warning readers about these junk mail artists for several issues now and believe the problem may be subsiding. Some of these birds are suckered in to paying for "co-publisher" advertising booklets in which they have an ad and their name on the masthead of perhaps 200 of the copies distributed. If any readers are pestered with this type junk, send us the name of the sender. Ed.

We're The Gooney Ones

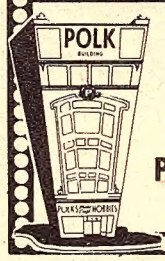
We've just gotten through laughing at a statement in the DS Report (Jan '57 p. 14). The last time we looked the Chicago Aurora & Elgin trains stopped at Forest Park, Ill., and this is what we thought was still going on. But the old DS claims that the CA&E now ends in Berwyn, which is southeast of Forest Park. So we went out to take a look at this new branch line. No luck! So that no reader waits for a CA&E train heading for or from Berwyn, we would like to have this cleared up.

While the future of the CA&E looks black now, we are hoping that when the Congress Expressway problem is cleared up, the CA&E will have an increase in riders. It needs it.

James Stella
Goonee Mountain Lines
Berwyn, Ill.

The old DS saw this, grabbed his atlas, and is now sulking down in the basement. And we certainly hope that the CA&E starts getting some of the breaks it deserves. It's quite a line. Ed.

POLK'S HOBBY CATALOGS



Radio Control .....16 pg 15c
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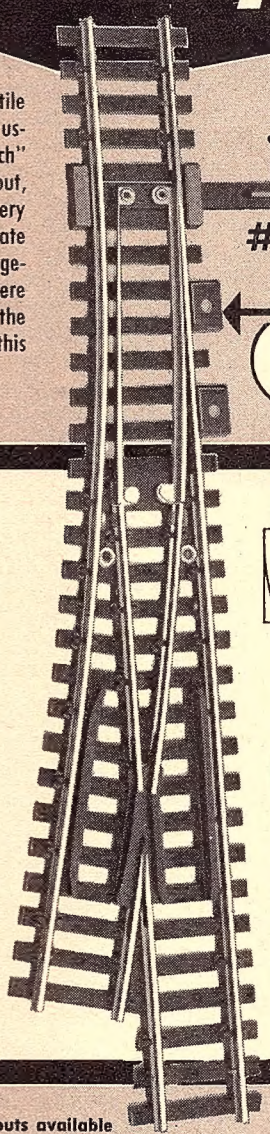
Manual — 60c; Remote — $1.75



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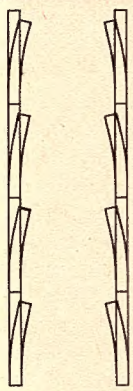

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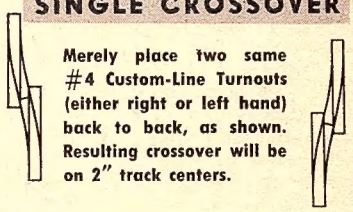
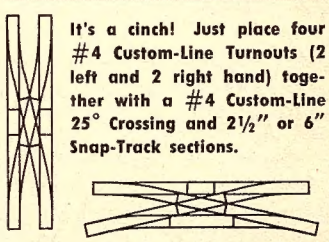


Merely place two same #4 Custom-Line Turnouts (either right or left hand) back to back, as shown. Resulting crossover will be on 2" track centers.

DOUBLE CROSSOVER



It's a cinch! Just place four #4 Custom-Line Turnouts (2 left and 2 right hand) together with a #4 Custom-Line 25° Crossing and 2½" or 6" Snap-Track sections.

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. . . notes on an old time table

The Degree Of Scale

IN the January issue, this column commented on the change that has taken place in scale model railroading in recent years. And there has been a change, a constantly progressing evolution which has made model railroading as a hobby much easier for the average modeler.

But if model railroading has become easier, it has also had to modify its use of the word **scale.** And that word **scale,** as opposed to **tinplate** still upsets a lot of people.

Back in the early days of the hobby, when only little boys were supposed to play with trains, a few big boys decided that it would be nice to take the train from under the Christmas Tree and operate the train set as a real railroad. Soon there were quite a few year round railroads, pretty crude by todays standards. Then, these early pioneers thought that their equipment would look better if repainted with more realistic colors than the brighter colors then offered on train equipment. Even in the mid-Thirties, it was not uncommon for scale model railroads to be using converted tinplate locomotives, a practice that continues to this day. However, in those days, the ready to run trains were not at all scale in appearance. They were strictly toys with little or no pretense at being authentic replicas, train catalog copy to the contrary.

And back in those early days, the men with repainted equipment were operating the scale model railroad equipment of their day. Often the substitution of an outside third rail for the inside third rail marked the difference between **scale** and **tinplate: scale** referring to a model railroad following as closely as possible the real thing, whereas **tinplate** layouts were those which used toy train equipment, right from the box.

But, as we mentioned in January, a curious thing has been happening through the years. The big toy companies took notice of the equipment being used by the scale modelers and started improving their designs so that often, they were fully to scale. You don't believe it? Look at **Lionel's** Trainmaster, 700-763-773 Hudsons, 708 B-6 Switcher, and new GP-7. Or look at any of **Gilbert's** S gage locomotives. And look at the **Kusan** O gage line of freight cars.

Conversely, increased production in many of the HO scale model lines necessitated changes in production methods, and what could be more logical than that the scale companies should use the same production methods used by the big toy companies.

Some other peculiar things happened, too. In order to keep prices low, so as to increase the sales potential, slight modifications from scale had to be made. Handrails were sometimes omitted and piping was cast in place rather than added separately. And in order to capture their share of the Christmas trade, a sectional track had to be developed.

And although many hobbyists proudly proclaimed themselves scale modelers, they soon made another discovery. Tiny apartments were not conducive to wide radius curves. Even the carefully thought out 24 inch minimum radius of the NMRA proved too wide. Today Snap Track is offered with 12 inch radius. And the scale manufacturers have been offering shorty Pullman cars for years. Better to have shorty Pullman cars than no Pullman cars at all! Also, in the interests of remote control operation, HO couplers sometimes took on rather weird appearances . . . but they worked and well, too!

So there you are. Go over to your own layout and ask yourself honestly, "How scale is my layout?" We'll bet that you'll find plenty of items that don't measure up 100%. Some modelers are of course more critical in their degree of scale than others. Some modelers do avoid shorty cars, curves, and non-prototype items. Others find them exceedingly valuable. In fact, the very nature of model railroading is such that it requires cars which the real railroads don't have, i.e., liquid and abrasive type track cleaning cars. We wouldn't be without them, but they aren't prototype.

And maybe your railroad isn't 100% scale, but who really cares? Use those short cars and sharp curves if you have to. That's why they were made, so that more people could enjoy the greatest hobby in the world. And don't feel too bad if some die hard comes along and gives you the old razzberry. Chances are pretty good that an inspection of his layout would provide just as much a chance for One Up-Manship on your part. There are plenty of die hards who still like their engines shiny . . . Lionel has been painting their steamers flat black for years.

Hal Carstens

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DISPATCHER'S REPORT

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Did you know that you can join the *NMRA* at any time of the year and still get the benefits of 12 full months' membership? Dues are only $3 per year and another buck gets you Regional Membership, too. NMRA is the only national model railroad organization catering to all model railroad fans and it has about 10,000 members. For full information, write *Bob Bast*, Officer Manager, NMRA, Box 1238C, Stat. C, Canton 8, Ohio. . .

New 100 page *RMC* with beginner *Toy Trains* section meeting with tremendous approval. Many dealers sold out of the January issue. While some other publications have cut their staffs, *RMC* is budgeting the greatest sum in its history for manuscripts, printing, advertising, and promotional campaigns. Maybe you've noticed, too, that *RMC* now gives you more of everything at a pace that's gauged to meet the needs of modelers in these fast moving times. . .

OK released a number of HO RTR sets equipped with beautifully built all-metal cars this past season. They went like hot cakes. . .

With thousands of new fans going into HO via the RTR train set field, some of the old timers are also going into new horizons by switching to O gage . . . . . 4-8-4 O gage import by *Max Gray* has sent O fans into a tizzy. . . HOers just as crazy over that *Athearn* $6.95 diesel. . . Ma & Pa 2-8-0 by *Pacific Fast Mail* outstanding. Your dealer has it. . .

Out Of The Shop

Athearn's new GP-9 diesel is a plastic honey; in EsPee livery and plain, as a starter. Now in hobby shops. . . *Penn Line* GG-1 now available in hobby shops in a deluxe kit having painted and lettered body but the ready to run engine and the regular $34.50 kit still not available at this writing. . . Many O gage fans still have not discovered the *Revell* O gage scale pickup trucks, so often used in that size. . .

Thomas Industries' new line of all metal tank cars rapidly filling the void formerly held by popular lines now being converted to plastic. Latest is a delightful low pressure tank car. There's a new road name available on the six dome tanker, too. . . One of *Thomas'* employees, by the way, is a full blooded American Indian. . . Do we have any Indian rails reading *RMC*?

Observation Platform

Top secret is a low cost HO plastic ready-to-run outfit available this coming winter by one of the manufacturers with 6 volt battery power. It'll burn out quickly on 12 volts! . . Nickel Silver rail and track for HO is now available from several dealers and manufacturers. It may be the big thing in the future.

If you missed either the December or January issues of *Railroad Model Craftsman* (or any other issue), our back issue department can probably

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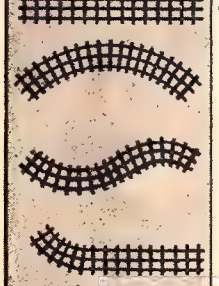

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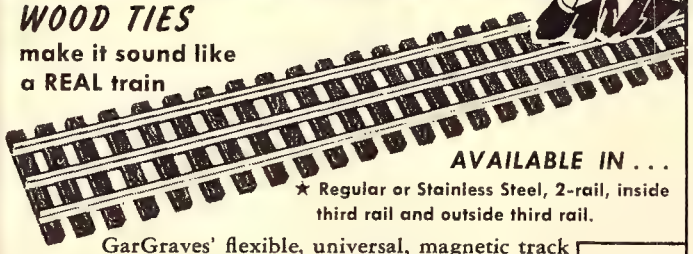

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704 Hopper car, 70 ton, triple, peaked ends 11.95
705 Hopper car, 70 ton, triple, panel ends 11.95
707 Hopper car, 70 ton, triple, peaked ends 11.95
801 Hopper car, 70 ton, Quad. . . . 12.75
802 Hopper car, 70-90 ton, Quad. . 12.75
901 Pennsy caboose, N-6-b, off center cupola 14.50
902 Pennsy caboose, N-6b, center cupola 14.50
903 C&O caboose 12.95
904 Pennsy caboose, N-8 . . . . . 14.50
910 B&O caboose, Bay Window . . . 12.95
Complete Max Gray Catalog 50

THOMAS:
Complete Instructions, **Easy to Build.**
TC101 Tank car, single dome. Sheet metal tank, die cast ends, sprung draft gear, ready to assemble . . . 5.95
TC103 Tank car, triple dome. Easy to follow Instructions 6.75
TC106 Six dome wine car. Operating dome lids 7.75
OF111 Work car with vent., windows, doors, hardware, trucks . . . ₵ 95
C4 "4 wheel Bobber Caboose. All metal, sprung running gear, working doors 5.95
OF135 Stock Car. Cast aluminum sides and ends, wood roof and floor. Vast underframe, stamped metal hardware 6.50
OF104 Box Car. Machined wood parts, metal grab irons, steps brake, platforms, trucks, door runners, ladders 5.50
OF034 Hopper Car, 50 ton. Aluminum underframe, sides, hardware, trucks, plain sides 6.95
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PEARCE:
Well machined, beautiful! Soldering & screw driver assembly. Brass boiler, cab, tender. AC or DC U.S.R.A.
0-8-0 Switcher 62.50
2-8-0 Consolidation 67.50
(Available in 3 Budget Price Sectional Kits).

THOMAS:
Screw driver assemble. Brass & pressure castings. Complete. AC or DC. Tinplate or Scale—Specify.
Consolidated 2-8-0 w/tender 43.50
Switcher 0-8-0 w/tender 42.50
Yard Goat 0-4-0 w/slope back tender 36.50
Shawnee Express 4-4-0 (Has diamond stack) 29.75
Branchline Special 4-4-0 . . . . . 29.75
Shawnee or Branchline Ready to Run—3 rail 29.75

KEMTRON:
All brass construction w/lost wax and/or photo engraved sides. Outstanding kits for advanced modelers. Less power.
GP7 Gen. purpose diesel **49.95;** SD fittings for it **4.50.**
Alco 1600 HP Road switcher w/o power 49.95
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LOBAUGH:
Beautifully machined, requires soldering, for modeller who wants quality heavy duty locos. Cast bronze frames, cast bronze or lost wax parts, machined & fitted sheet brass parts w/rivet detail. Drivers are cast steel, machined, rim insulated, full sprung. (All w/AC-DC Heavy Motors).
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4-6-6-4 UP Challenger w/14 whl tender. M Rad. 4' 196.00

Climax logging loco. 18" Rad. curve. For mins 97.00

0-6-0 SP Switcher w/8 whl slope back tndr. 8 whl Vanderbilt tndr. Min. Rad. 3' 77.00

CENTRAL LOCO WORKS:
Bronze Castings, machined & drilled, soldering. Equalized openings. Lost wax fittings.
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Available in 5 budget sectional kits; No. 1 Basic K it **39.00;** No. 2 Side Rod **24.00;** No. 3 Motor & Underbody Detail **18.00;** No. 4 Loco Superstructure **33.00;** No. 5 Tender **21.00.**

MAX GREY LOCOS & TENDERS:
Heavy gauge sheet brass, cast bronze underframe, machined and fitted, steel axles, journals, drivers are cast brass with steel tires, sprung trucks, includes couplers, lights, etc. Indescribable detail.
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SP Cab Forward Ready to Run unpainted 350.00
Shay AC-DC Custom. 3' Min Rad. . 134.95
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Pennsy K4 . . . . . 129.00
*Santa Fe 4-8-4 w/16 whl tender. 5' 195.00
Super Detailed Niagara 4-8-4 NYC w/14 whl tender 219.50

*Signifies available in 3 section budget kits.

INTERNATIONAL:
Unpainted, brass. Screw driver.
Pacific 4-6-2 w/8 whl tender 36.50
Hudson 4-6-4 w/8 whl tender . . . 44.50

WALTHERS Gas Electric:
Complete. Highly detailed front, decals, single power truck, 1-K-0 motor. Scale or tinplate wheels. 25.40

ALL NATION KITS:
4-6-0 10 wheeler w/8 whl tender, 32", M Rad. 56.25
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Atwater EMC-GMC F3 Diesel A single powered 49.00
(A or B dummy or powered: B-dual powered).

"O" CUSTOM LOCOS

2 rail unless otherwise stated.
NYC Super-Niagara 4-8-4 . . . . . 249.50
Lobaugh—Western Pacific Articulated 4-6-6-4 for 395.00
Santa Fe A&B F-3 . . . . . 125.00
Pennsylvania K-4 . . . . . 195.00
Pennsylvania K-5 17/64 . . . . . 195.00
Bucyrus Erie Wrecking Crane 97.50
Old Time Mogul 85.00
U. S. R. A.—0-8-0 . . . . . 99.50
NYC E6 Passenger A&B Diesel . . . 125.00
Santa Fe 4-8-4 Long Tender 249.50
Lionel No. 763 2 rail Hudson 79.50
B&O Super detailed 10 wheeler . . . 59.95
Santa Fe or Monon Diesel Switcher 45.00
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C&O Hawk Diesel Switcher 29.95
Hines Mountain (Lacks Detail) 2-8-4 79.50
Lionel GP 7—2 rail 49.50
Lionel FM Diesel—2 rail 69.50
Hines Mikado 2-8-2 . . . . . 135.00
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JC Passenger Cars:
Milled wood monitor roof, floor, underbody parts. Aluminum foil sides, cast metal fittings. Less Trucks 01 62' N&W Coach; 02 70' NYC Coach; 03 65' N&W Baggage-Mail; 04 60' NYC Mail RPO; 05 60' NYC Baggage; 06 80' NYC Diner. Ea. 5.95

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Open End Combine or Coach. **1890 period, milled wood,** complete . . . . . Ea. 6.50

OF112 Passenger Express Reefer. Machined wood roof, sides, ends, floors, metal doors, working buffers at end of car, 4 wheel roller bearing pass. trucks 9.75
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Any of the cars furnished with decal of your choice.

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All others, only .40 . . . . . 5 for 1.60

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BOX CAR KITS 98c
Build kits w/all wood bodies bright cardboard sides. Made by Westbrook to Perfect Scale. Also: Refrigerator Car Kits . . 1.19
Stock Car Kits 1.49
Add Trucks:
2 rail sprung trucks & couplrs . pr. 1.75
bolsters for trucks . . . . . pr. .30

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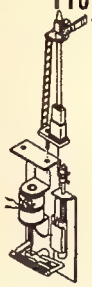
Prototype S-L-O-W MOTION



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With Automatic Train-Controlled Easy-to-Install ACTUATOR

All work can be done from top of pike. Actuator is set in motion by small locomounted shoe tripping trackside switches!

HO Semaphore Kit, w/Actuator	$4.85
HO Crossing Gates, w/Actuator	4.85
Actuator alone, assembled	4.25
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Block Switches, each	.95

ALSO

HO Ready-to-Run Crossing Gates completely assembled on 5 x 8 inch metal plate with colorful Watchman's Shanty and train operated Gate Control Switch permanently wired to gate mechanism.
Ready-to-Run Crossing Gates ..... $7.95.

See your Hobby Dealer. Send 10c for literature.

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COLLECTORS

A rare find. The last 4 issues of MINIATURE RAILROADING magazine: April, May-June, July-August, Autumn 1941. One lone carton found in our basement, slightly musty, but every page including covers like new. While they last.

Set of 4 issues..... $1.00 ppd.

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HO Ga. English No. 500 Power Truck Dual Drive. $14.95 value	$9.95
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Passenger Carrying Locomotives
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All on live steam locomotives, some of which you can practically "Bolt Together"—we do the lathe and mill work. Also rough castings, RAIL and EVERYTHING FOR BUILDING LIVE STEAM LOCOMOTIVES. Old-time and modern engines and equipment in ¼", ½", ¾", 1" and 1½" scales.

Write today for 100 page catalog. 50c per copy

LITTLE ENGINES Box A Lomita, Calif.

supply it at 50 cents per copy. January & December sales were very heavy (we ran out at Ramsey) but we are now able to fill a limited number of requests from dealer returns. Many dealers ran out of stock.

It's hat tipping time again to *Hank Abraham* and his *South Nassau Model Society*. Every year around this time Hank has open house on the Summit & Centre RR, with all donations received going to the Red Cross. See the *Model Railroad Timetable* for the address and dates. . . *John Page's* Sodom & Gomorrah RR survived the trip from Milwaukee to Long Island in good shape and several sections are back in operation: one of the few O gauge 2-rail scale pikes in New York. This should prove that a well built pike can be moved sectionally without undue difficulty. . .

Despite the fact that *Railroad Model Craftsman* now has a large *Toy Trains* section, we've been doing some figuring and find that we now are printing more articles on scale model railroading than ever. We're in the market for good articles. Let's see what you can do. . .

The Club Car

Checking the figures, we note that the Pacific *Coast Region NMRA* is slowly catching up with the *Northeastern Region*. But *NER* still reigns supreme! . . Newer builders get a break in model contests run by NMRA groups in the *PCR* because modelers who have won previously are automatically put in a separately judged *master* classification. Good idea. . .

The *Texas Electric* is gone but there's still plenty of real railroading to be done and seen in *Dallas*. . . We'll never forget riding the cupola in a caboose on a Troop train West out of Dallas to a flag stop near *Abilene* called *View*.

New York Society of Model Engineers, Inc. starting construction of an HO layout in their new *Carlstadt, N. J.* club building. The NYSME has had its headquarters in New Jersey now for 10 years! . . It's fun to belong to a good club, especially when you yourself can contribute something to the club. Many are listed each month in the *Model Railroad Timetable*. Join one!

The Mail Car

Francis T. Chambers says not to miss the cover of Jan. *'57 Fortune*. . . *Herb Watts*, Cave Junction, Oregon, wanted a tinplate section in RMC. He should be happy. . .

Running Extra

Bill Schopp sez the secret of successful operation is not to do too much of it. . . Hobby Shops the land over report excellent sales record.

IT'S MORE COLOR WITH BINKLEY AND LACONIA

Yep, if you haven't seen this BLUE beauty, do so NOW. It's the BEST and so is the new RUTLAND box car . . . Only $3.35 complete at your dealers or direct . . . Look for the Sierra Coach at only $3.25 (to go with the Combine) and the new Fire Engine RED Minneapolis & St. Louis Box Car at $3.35. See all of these at your dealers and the other colorful BINKLEY & LACONIA cars.
Binkley Catalog 10c in coin . . . Laconia color catalog 25c coin.

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OK Streamliners.....

The latest in HO Model Railroading: Car Kits, Assembled Cars, Train Sets and Accessories

At Hobby Shops, or Write:

HERKIMER TOOL & MODEL WORKS, INC.
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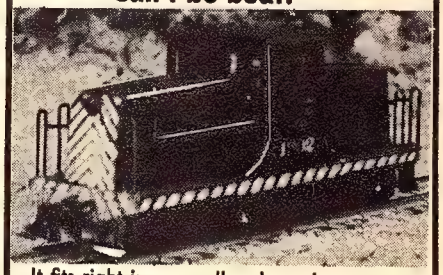
Small but sleek, Smooth and neat. Our 44 Tonner Can't be beat!



It fits right in on small or large layouts . . . For Road, Yard or Industrial use.

MEW's all metal car kits and accessories are especially designed for your layout.

See your Dealer today!

Send stamped envelope for latest literature—Dept. RMC-2

Model Engineering Works
"Unique Miniatures"
Box 261 Monrovia, Calif.

Thomas is Tops in HO All-Metal Tank Cars

. . . and here's why. All Thomas cars are easily assembled (such as the four stanchions supply all the necessary handrail support for the entire car). The rolled metal tank shells are prepainted and lettered. Draft gear, which is cast into underframe, take all slotted-shank couplers, including NMRA. Tank ends, domes, brake equipment, end sills and underframes are die-cast. All detail is included: ladders, tack boards, handrail supports, etc. Prices include sprung trucks.

6-Dome Roma Wine Car	$3.25
Single-Dome:	
Anderson-Prichard Oil Corp.	2.95
Magnolia Oil Corp.	2.95
DX Sunray Corp. of Tulsa	2.95
NEW! Low Pressure PHILGAS PHILLIPS	
Single Dome Petroleum Car	3.25

See Your Dealer First
If unavailable, order direct

THOMAS INDUSTRIES SHAWNEE OKLAHOMA

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RAILROAD MODEL CRAFTSMAN
Subscription Dept.
RAMSEY, NEW JERSEY

...everything runs sm-o-o-ther on TRU-SCALE! ...the Big 3 in 'HO' Trackage!

No other track provides such operational perfection, and realistic appearance!

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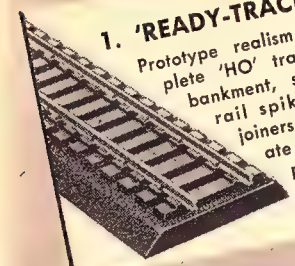
Prototype realism — the only complete 'HO' track. Ballasted embankment, stained ties, brass rail spiked in place, rail joiners. READY for immediate assembly. Also complete line of mounted turnouts, crossovers and crossings.



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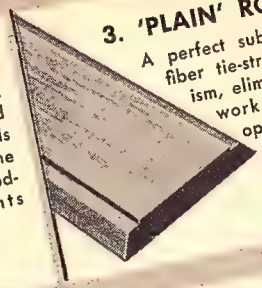

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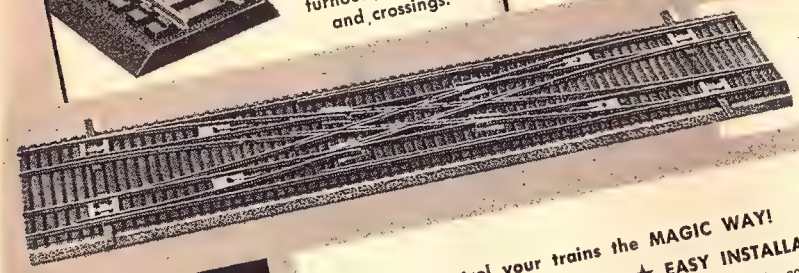

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Control your trains the MAGIC WAY!

★ **COMPLETELY ASSEMBLED** ★ **EASY INSTALLATION!**

The simplest, and most fool-proof method for automatically controlling two or more trains. Can be used singly or in muitiples for any type of control. Protects trains from colliding, supplies current to signal lights, controls crossing gates, crossing bells, or any other electrical device that needs on and off control. No extra gadgets need be attached to the track or locomotives for operation. Adaptable for automatic control of any number of blocks.

OPERATION: If faster train attempts to overtake slower train, slower train automatically activates red signal light, causing the faster train to stop until slower train is at a safe distance. As soon as any danger of collision has been eliminated, the red signal light automatically changes to green allowing the faster train to proceed.

For **'Direct Current'** Trains—Single unit **$3.75.** Set of 4 (4 block control) **$13.95.**

For **'Alternating Current,'** Single unit **$4.45.** Set of 4 (4 block control) **$16.95.**

The NEW ATC 'ARISTOCRAT'

provides the "ready-to-run" train set or toy train fan with a table-top installation integral with authentic and realistic Section House and 2-color signal light—complete with binding posts and mounting screws—ready for simple hook-up and immediate operation.

ATC-DC 'ARISTOCRAT' (Complete with 2 color Signal-Light) **$8.95**

ATC-AC 'ARISTOCRAT' (Complete with 2 color Signal-Light) **$9.75**

ATC 2-color Signal Light (Complete) each. 4 to set **$1.95 $7.65**

SILVER STREAK

HO Model Builder Car KITS

9 CABOOSES to choose from . . .
11 Distinctive BOX CARS . . .
2 Popular AUTO CARS . . .
8 Authentic REEFERS . . .
3 Old Time TRUSS ROD Cars . . .
5 Familiar WORK Cars . . .
5 "Diamond Stack Days" Old Timers

. . . and ANOTHER!

Distinctive fire-engine red and white color combination. This is the very LATEST Minneapolis & St. Louis billboard BOX CAR. Kit No. S216 (Com. with sprung trucks) **$3.25**

NEW! Another SILVER STREAK FIRST!

Here is the flashy D&RGW — brand new COOKIE BOX CAR. Tank white finish with fuchsia red and black lettering.
Kit No. S215 (Complete with sprung trucks) **$3.35**

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"Foreground Models"

Ask your dealer to show you the entire line of TRU-SCALE STRUCTURES. There are 24 building kits which include factories, stores, stations, depots, freight houses, etc. Also 5 distinctive bridge and trestle kits, as well as 11 interior detail kits.

1887 PASSENGER DEPOT

This passenger depot has all the familiar characteristics of stations built in all parts of the country during the past 70 years — many still in use today. Available in 3 colors — orange, gray or red. **$4.25**
Kit No. A502

OLD TOWN LODGINGS

Kit includes an authentic old-time Rooming House and Livery Stable, with Corral. Figures in the picture are suggested for realism, but are not in the kit. **$3.75**
Kit No. A572

Tru-Scale Models

Write to Tru-Scale Models, Dept. 2, San Dimas, Calif., for descriptive literature covering the complete **TRU-SCALE** line. Please enclose 10c in coin or stamps to cover handling.

a new Post Office brings mail to the

by G. A. Humann

SOUTH SHASTA LINES

DOES your railroad celebrate anniversaries, dedicate new buildings with ribbon cutting ceremonies, and other similar activities? If not, you are missing a barrel of fun, and some of it profitable, too.

November 10, 1956, the South Shasta Lines became nine years of age. It also marked the completion of its first grocery store and post office. Notices were sent out to the public, and a show arranged for that date, the ninth anniversary of the South Shasta Lines and the opening and dedication of Harvey's Store whose prototype is located at Proberta, California.

Some 200 guests arrived. The miniature Harvey building, its doors carefully guarded by red and white ribbons, awaited that final moment when Mr. and Mrs. Harvey Johnson, owners of the real business, cut the ribbon. The doors could be opened now and the store was ready for business. The Post Office was opened in like manner.

Meanwhile, a heavily loaded train with a helper, as ordered over the intercom by the dispatcher, had just pulled into Proberta with its first shipment to the store. The train was loaded with old time miniature locomotives, cast in brass, about 1½ inches long. Other cars contained Tootsie Rolls, packed upright as rail ties. This train's very unusual cargo, miniature engines hauled on a miniature train, were distributed to the public as souvenirs, one to each family, and the Tootsie Rolls to the children. Engines and candy were furnished by the Harvey Johnsons.

At the close of the show, a huge birthday cake was brought forth by the Johnsons, fully decorated with miniature locomotive and cars on tracks all made from candy, marshmallows and licorice sticks. Nine candles lined the licorice track. A mighty nice feeling came over us as we experienced the full cooperation of this wonderful couple whose place of business we had built in ¼ inch scale and placed on our South Shasta Lines.

For the readers of RAILROAD MODEL CRAFTSMAN who are not familiar with the South Shasta Lines—a brief description. South Shasta Lines is a ¼ inch scale replica of the Southern Pacific Railroad, Gerber, California to Dunsmuir, California; a distance of 100 miles. Both towns are division points on the SP. As the railroad progresses, buildings along the right of way are constructed. Only the most useful and interesting structures are chosen, with full cooperation of the owners of the real buildings. (See "Industries on the South Shasta" in the October 1955 RMC.)

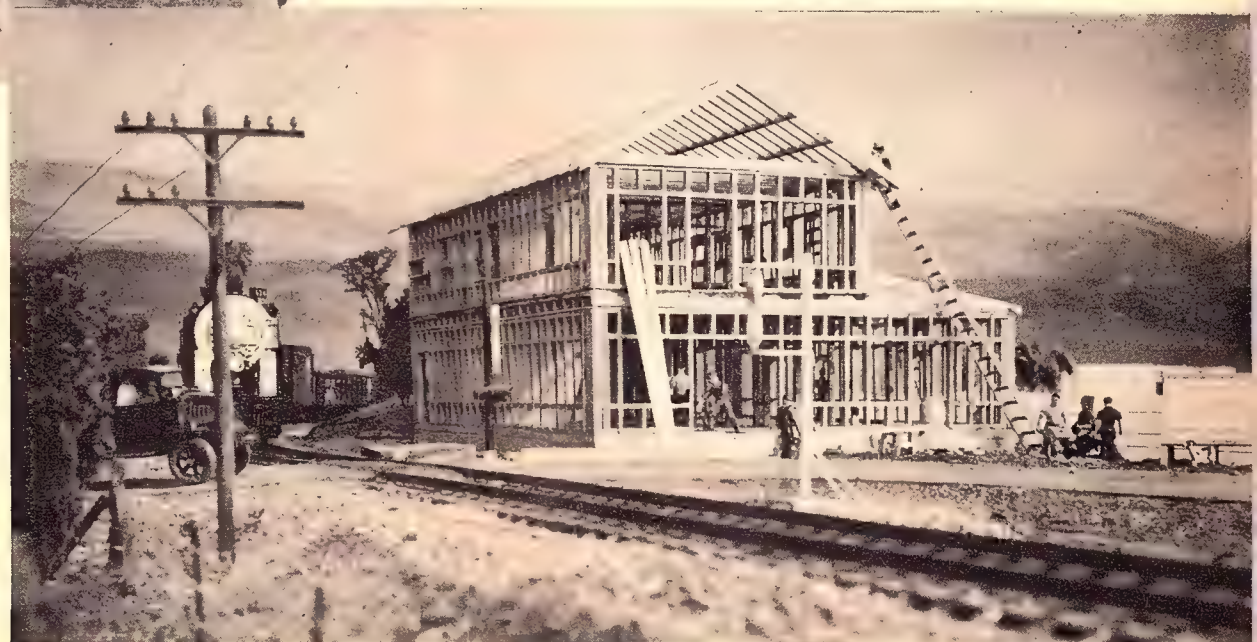
Construction of the Harvey building was from exact measurements and the use of three photographs. Numerous visits were made to the real building for observation, however, as no blue prints were available.

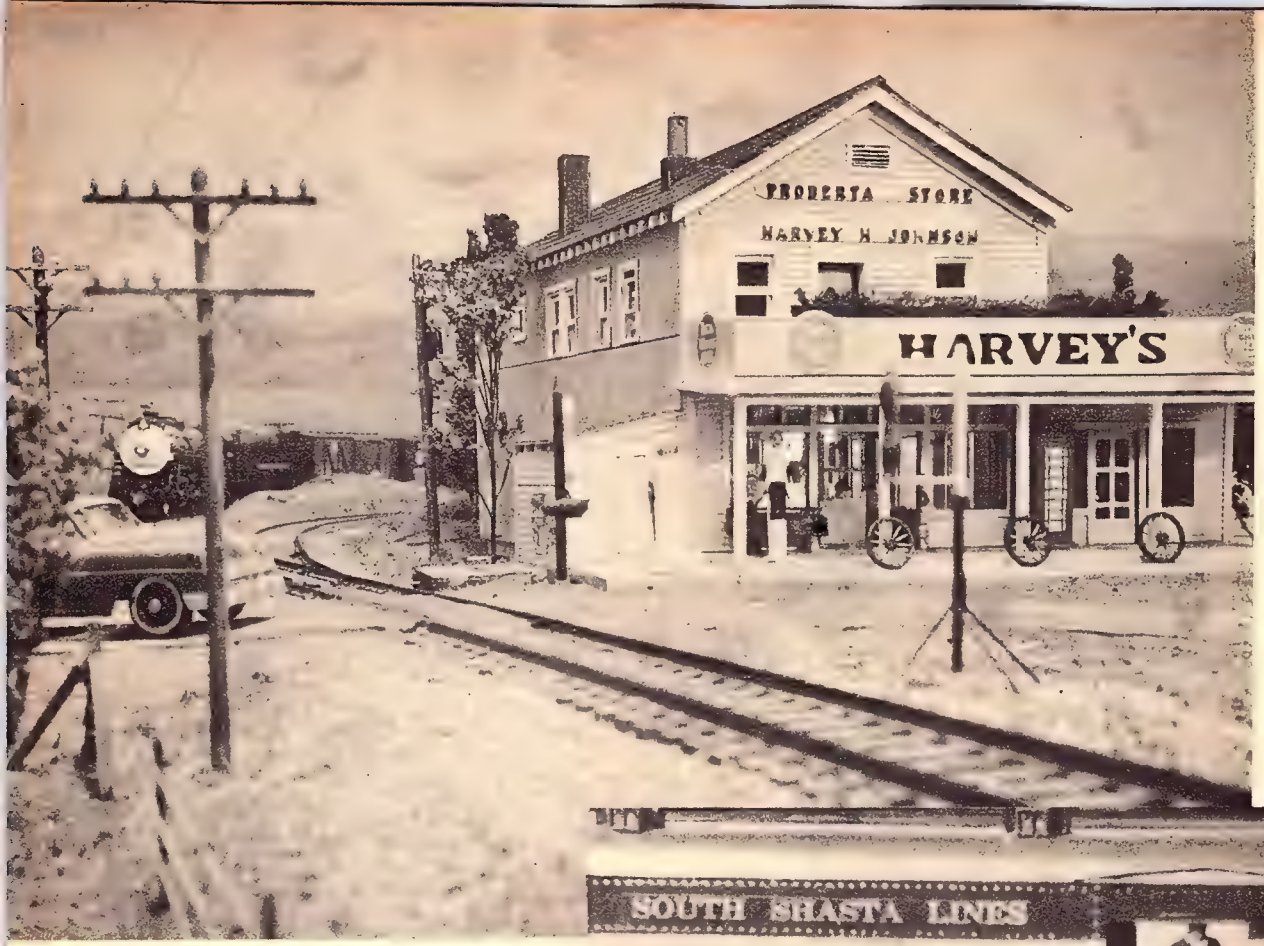
Here are a few hints on building this structure, or any other building that you might have in mind. The store building measures 44 x 60 scale feet, without porch. The real store measures a few feet more each way. Scale 12 x 24 inch pine timbers cut to the proper lengths were placed on edge and used for the foundation, painted a concrete color. 2 x 12 joists were set on the foundation with 3 foot spacings. Then the flooring, made from 1 x 6 pine lumber cut at random lengths so as to stagger the joints. With the completion of the floor, next came the lower walls and center partitions. Studs and windows from Flex-Fit kits were used. These kits are no longer available. After the lower walls were completed, with window and door openings, floor joists at 27 inch spacings were placed across the top of the main portion of the building to support the second floor. The lean-to section required separate rafters and bracing. The second floor was made

Construction has started on Harvey's store. Construction procedure is as prototypical as is possible in O gage. Mail pickup is shown.

Mrs. Harvey Johnson cuts ribbon on replica of their store as more than 200 people (live ones) watch. Why not a model building that you know?

The top floor nears completion, in view below. All studs and joists are in position, with the balcony and porch yet to come. Often an unfinished structure, as here, is of more interest than completed model. Look at the workmen.





Finally completed after 188 hours of work and a material outlay of $24.00, the Harvey store is a masterpiece of detail and authenticity.

RIGHT: One of Uncle Sam's railway postal clerks is shown with the mail catcher in its not-in-use position. Note railfan with camera at left.

BELOW: Revell stake truck is held up at crossing as South Shasta Limited roars by at 75mph after picking up mail bag on fly from pick up.

from two pieces of sheet pine wood, ⅛ inch thick for added strength. It was however, scribed deeply with a sharp pencil to represent 1 x 6 flooring. Individual flooring just didn't seem justified here. With the exception of the two outer end joists, all joists on the top floor were fastened to the top floor underside and not to the plate of the lower walls. This was to facilitate removal of the top floor.

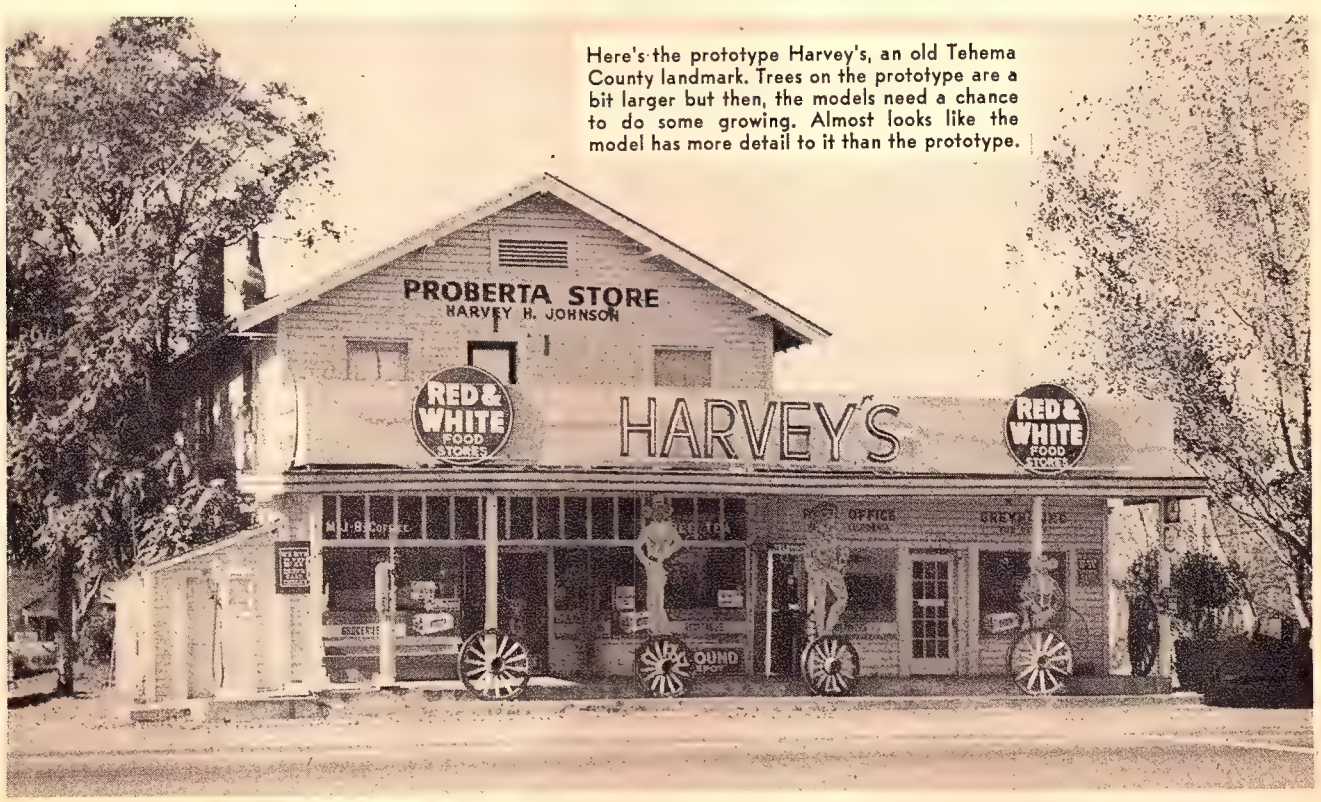
Walls then went up as with the lower section, with windows and doors in their proper places. Rafters came next, with much care taken to bring roof to accurate pitch. Rafters are placed 27 inches apart and are cross braced with 6 stringers running the length of the roof. Peak of roof is 20 scale feet from the second floor. Two chimneys were installed, made from scrap parts. The upper story was partitioned but was not finished inside. Instead, a sawbuck, lumber, saw and two men can be observed, thru the window, busily at work. Louvers at each end are built up using 1 x 6 lumber. Window screens on back windows are made of gauze from Band-aids.

The roof was finished exactly as prototype, with shiplap laid across the rafters in random lengths, and joints meeting at rafters. Over the shiplap went the tar paper—sand paper in the model. Paper on the chimney side of roof goes lengthwise of building, opposite side of roof runs up and down. The roof can be removed the same as the upper floor from the lower floor. The lean-to roof is covered with v-crimp aluminum. To model it, I used 1/16 inch tee structural shapes under aluminum foil to simulate the v-crimps. Note the photo of rear of building and you can also see a portion of the frame networks of the balcony railing.

The sides of building are lap siding obtained from various manufacturers. One side of the building, however, was covered with painted sand paper to represent stucco, as on the real building. The porch was built as prototype except in length, 44 feet x 8, complete with floor, support post, and railing on upper balcony. The railing, composed of a network of small timbers, is hidden by the 'Harvey's' neon sign. The solid material covering this railing is glass, painted gray except for the letters which are a transparent red. Back of the word Harvey's and concealed in a box under the house plants is a thermo light. Result, an excellent neon sign that goes off and on. The Red and White Store signs are a real decal obtained from Harvey's, and fortunately are the correct size. Windows, complete with glass, all work in their frames — a product of Flex-Fit. The doors work and are of my own designing to match the prototype, and are complete to door knobs, jambs, frames and sills. The lettering, Proberta Store and Harvey H. Johnson, high on the end wall, are of alphabet soup letters painted the proper color. The front step and porch floor is balsam wood painted a cement color. All other lumber is pine or bass wood. Some was obtained from various hobby shops. Much I cut myself, especially the larger size timbers. The building is painted an off white except the stucco side which is a buff color.

Front detail of the store was followed as closely to prototype as possible: 6 x 8 post for porch supports, 6 x 6 for upper plate, 4 x 6 for main door opening. The main door, works on hinges, is set in 3 feet and display windows come out at an angle. Transom windows are made from 4 x 4 material, complete with glass. The store room on the side is made the same as the store, complete with foundation. The roof differs as it is shingle. It might also be mentioned that the front porch, built as a unit, is attached solidly to the lower floor and is not removable from the building. The balcony floor is made in the same way as the second story floor — ⅛ inch pine sheet scribed to 1 x 6 dimensions and laid over 2 x 12 joists with 27 inch spacings.

The interior of the main floor of the building is completely finished. Walls are painted green, yellow and white, as in the prototype. The stairway leading to the second story is found in its proper place at the rear. Interior decorations such as wheels, lights, clock, can be seen. Shelves are complete with hundreds of grocery items. Miniature pictures of groceries in color were cut out of magazines and placed at an angle on the shelves. You can't tell them from real thing. The counter has a cash register and Mr. Johnson waiting on a customer. Mrs. Johnson stands back of him, watching the transaction. The Post Office corner is complete with boxes which were scribed on a piece of balsam wood. Window guards were fashioned from ordinary fine wire. Also many outside details were added —signs, mail box, wheels, gas pump and many others. Lights are the ordinary pea lamps powered by the small wires you see strung on the poles. Transformers are modeled on the poles and a meter looking object is attached to the wall near the stairs in the rear. The "meter" is actually a phono jack plug. The neon light also gets its power from these plugs.



Here's the prototype Harvey's, an old Tehema County landmark. Trees on the prototype are a bit larger but then, the models need a chance to do some growing. Almost looks like the model has more detail to it than the prototype.

Completed building from rear shows the open windows, also the metal roof with crimps every two feet as on prototype. Beautiful detail.

The Post Office mentioned has a way of getting its mail on the fly—the mail catcher. The Southern Pacific picks up and delivers mail by this method at Proberta and so does the South Shasta Lines. As in real life, the mail is picked up at 75 miles per hour. This is an extremely interesting piece of action to watch. I get a big kick watching the spectators as some can not believe it will work until they actually see it.

This catcher is not hard to build, although it must be very accurate or the mail sack will fall.

For the part next to the track, make a base ¾ x ¾ x ½ inches from pine block painted a concrete color. Drill a hole in the center of the block for main pole made of hollow pipe 3/32 in diameter and 3⅜ inches long. Three short pieces of small brass wire make the braces. Solder the wires to the pole ¾ inch above base block. The loose ends go into the soil to brace the pole straight and firm. Two holes are drilled 1 inch apart on the upper end of the pole for catcher arms. Wire is slipped through and soldered as photo shows. Extend wire ⅝ inch from pole toward track and bend tips at right angles to hold mail bag. Make bends in the direction mail is to be caught. The center of the pole is set exactly 1⅝ inches from the rail.

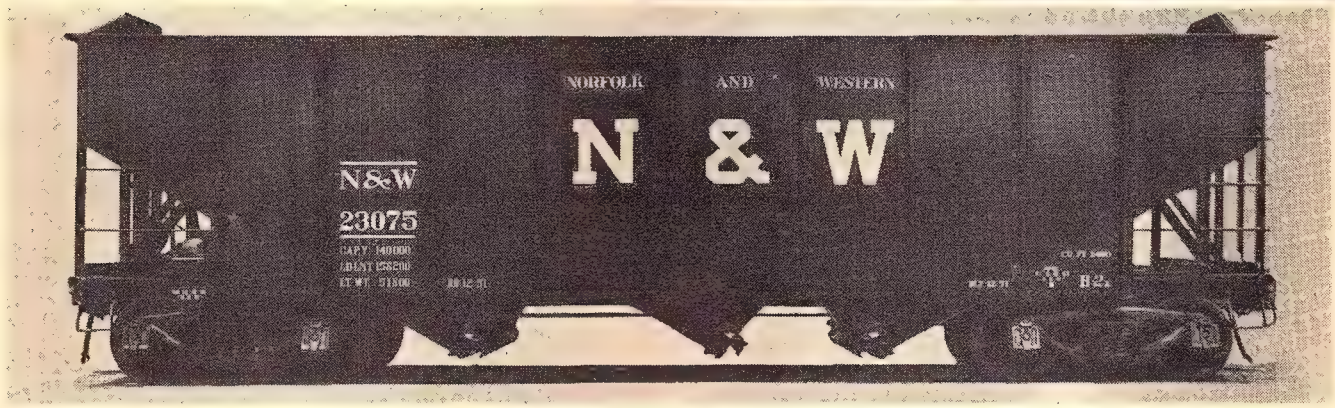
The catcher, on the train, consists of a small piece of heavy brass, two pieces of wire and two ordinary loco handrail stanchions. Drill and thread a stanchion to each side of a baggage car door opening. For height, gauge it midway between the catcher arms on the pole. Drill two holes through the length of the brass block the size of the wire. Material other than brass may be used for the block, if desired. Slip one piece of wire through the stanchions and block, having block in center of doorway. Leave this wire loose on the block so it may be raised and lowered, but it must be snug enough so catcher will stay in whatever position is wanted. The second piece of wire is formed into a goose neck to catch the mail sack. It is fixed solid to the block. The mail bag is cloth with bits of lead packed in each end and sewn across the middle. Bag is ⅞ inch long with tiny rings sewn on each end to hang on pole arms.

The South Shasta Lines now delivers the mail from Proberta to Gerber just as the Southern Pacific does every day. To modelers in any gage anywhere, I say, "Model the real thing—it is easier and more fun."

Below is a view of the first trainload of supplies to be shipped to the new Harvey store: a whole gondolaload of Tootsie Rolls, all the way from Hoboken, New Jersey. And look at the flat car loaded with cast brass locomotives.

freight cars on the Norfolk and Western RAILWAY

a craftsman lettering & detail guide

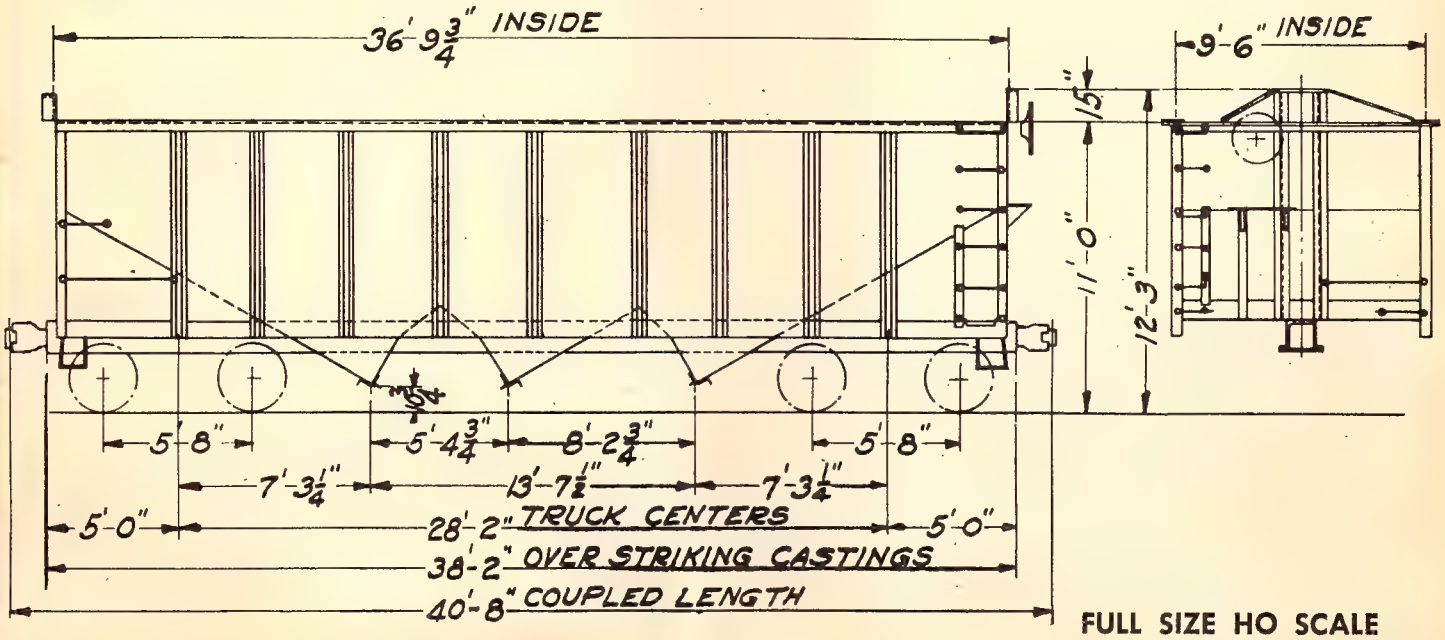


There are over 25,000 70 ton triple hoppers in use on the Norfolk & Western, most of them virtually identical with the drawing of the road class H2a shown below. Painted deep black with white lettering, the big N&W stands out on any freight drag.

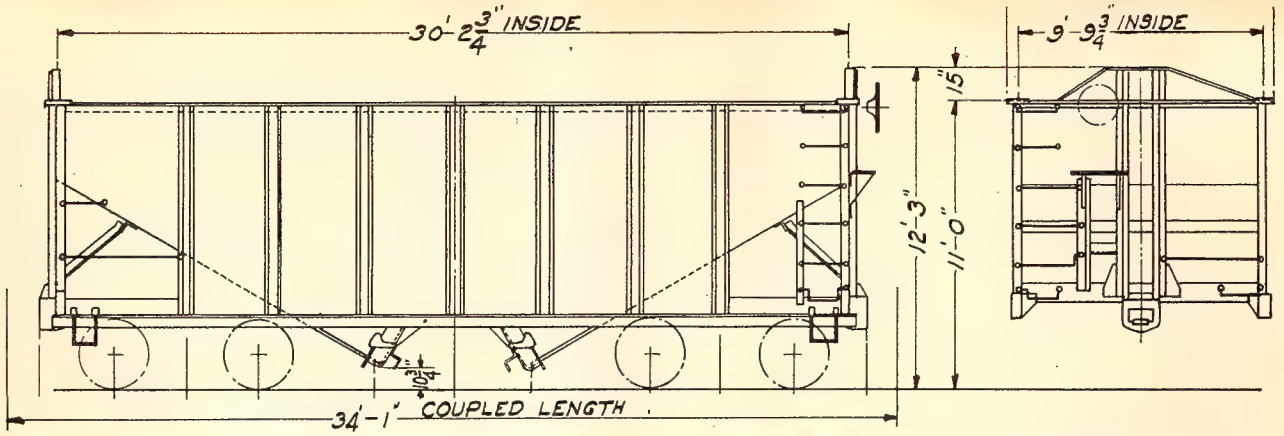
70 TON TRIPLE HOPPER CARS

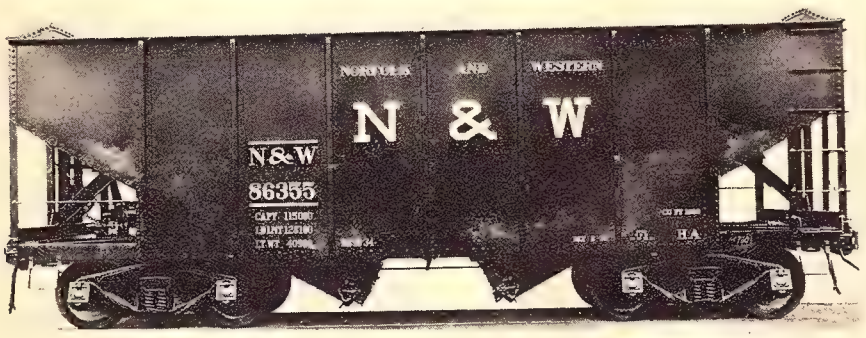
Numbers	Capacity Tons	Class	Approximate Number In Service
78000-79499	70	H2	1476
15500-25499	70	H2a	9980
3000-15452 27000-28420	70	H3	13651
30000-30999	70	H4*	989

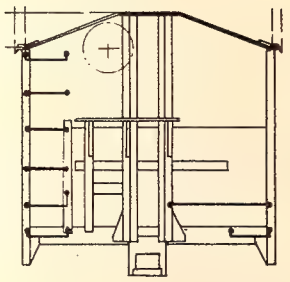
*Class H4 were outside braced wooden austerity cars built during World War 2. These cars have since been equipped with steel sides but still have the steel bracing.



FULL SIZE HO SCALE







HL

50 TON TWIN HOPPER

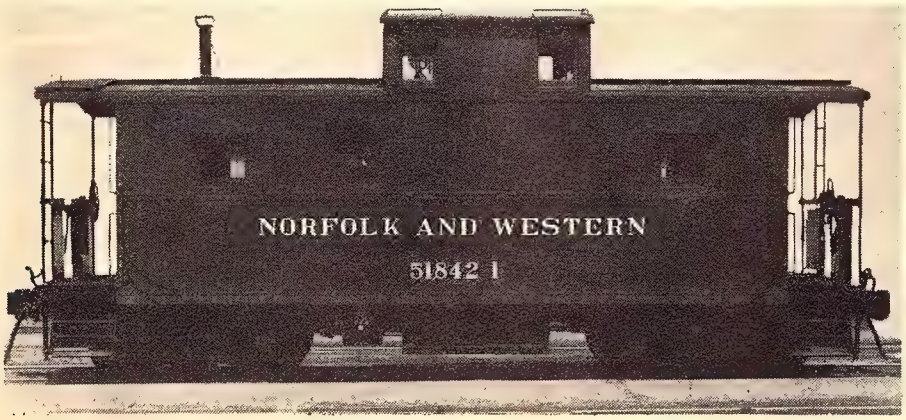
There is very little difference between the various twin hoppers used on the Norfolk & Western, even after a detailed study. The most obvious variation is in Class HL, which has a different type end than do the other cars. Both type ends are shown in the drawings. Painted black with white lettering.

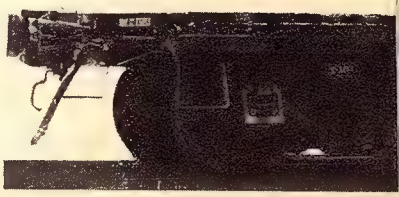
Numbers	Capacity Tons	Class	Approximate Number In Service
84000-85981	50	H5	1938
86000-86718	50	H7	711
86719-86743	50	H7a	25
87000-87470	50	H8	468
60000-62999 72500-73999 79500-83999 87500-87907	50	H9	9370
38000-39999 56500-59999 67000-69999		HL	2824

NORFOLK & WESTERN CABIN CARS (CABOOSES)

The N&W had about 350 cabooses. These range from older wooden double sheathed cars to the latest type steel cars. All N&W cabooses have cupolas and are double trucked (and have been for some time. We don't know when the N&W gave up single truck cabooses, but since the line operates very heavy tonnage drags with pushers, single truckers must have disappeared long ago). N&W crummies are painted a tuscan red with white lettering.

Norfolk and Western

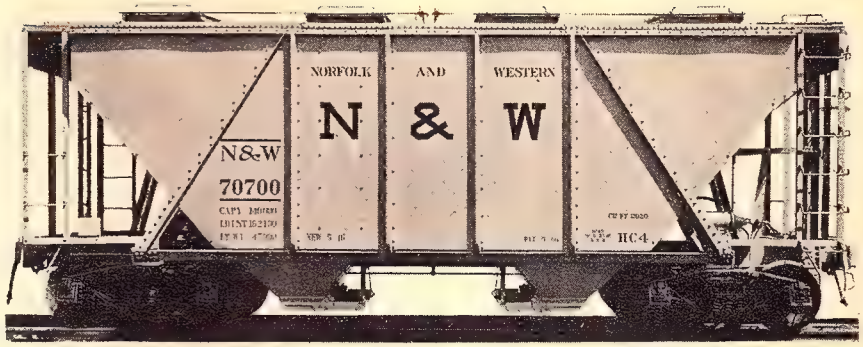




ACCURATE data for the railroad model craftsman as regards colors, numbers, and types of rolling stock on various railroads has always been meager. As a result, there probably isn't a scale model railroad in the country that has really accurate lettering on all of its freight rolling stock. In fact, there have been many cases of factory lettered cars coming through with wrong numbers, or types of cars lettered for certain railroads, which never existed on those railroads.

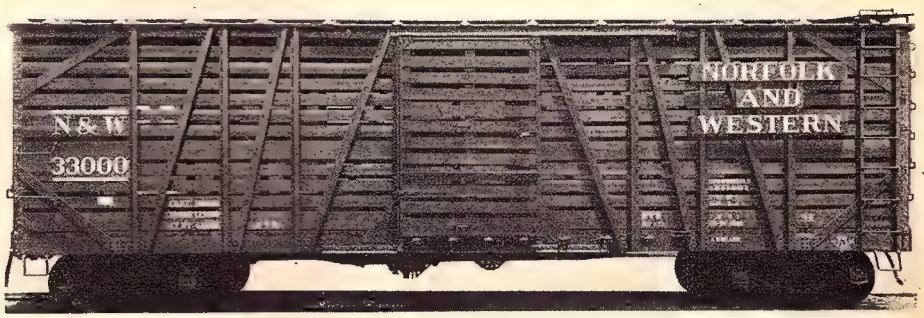
The cars presented here do not include all of the cars operated by the Norfolk & Western. Nor does it include photos of cars now obsolete. However, the photo of Twin Hopper No. 86355, above, does show an older style of lettering which has since been replaced with a fuller more modern letter.

The N&W is constantly adding new cars and undoubtedly there are many new cars now in use not listed here, especially hoppers. In addition to buying freight cars from car building firms, the N&W maintains two of its own car building plants. Heavy tonnage coal hauling demands a constant supply of new heavy duty cars.



CEMENT HOPPER CARS

Because of their interesting tops with hatches, the cement hopper has long been of interest to the modeler. The 70700-70799 series cars are painted grey with black lettering. Another slightly longer series is also on the roster: 70160-70219. These cars are not used in coal service.



50 TON 40 FOOT STOCK CARS

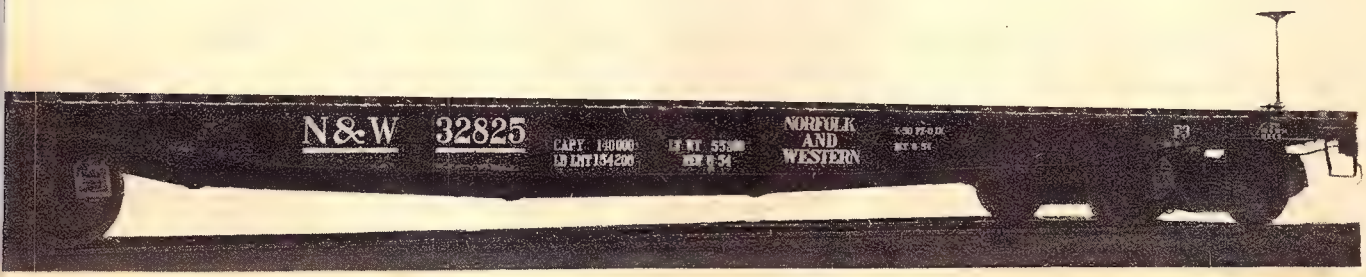
Although the bulk of Norfolk & Western traffic is to be found in its heavy coal business, there have been in recent years as many as 700 stock cars on the roster. Their 33000 series numbers are new, these cars formerly being in the 29000 series. And to make things more confusing, there were until recent years, some 33000 series twin hopper cars class HM. Stock cars are tuscan red with white letters.

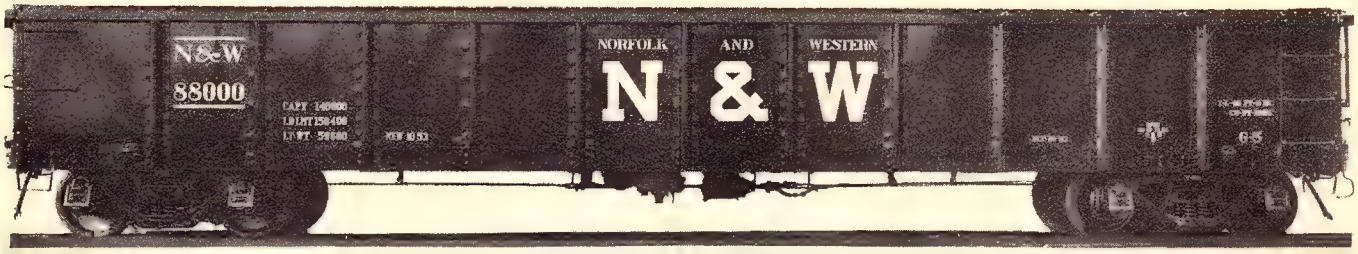
CONTAINER CARS

Class G-4 gondola cars are used in special LCL container service. This type of side in a modern type car usually indicates wartime austerity construction.

STEEL FLAT CARS

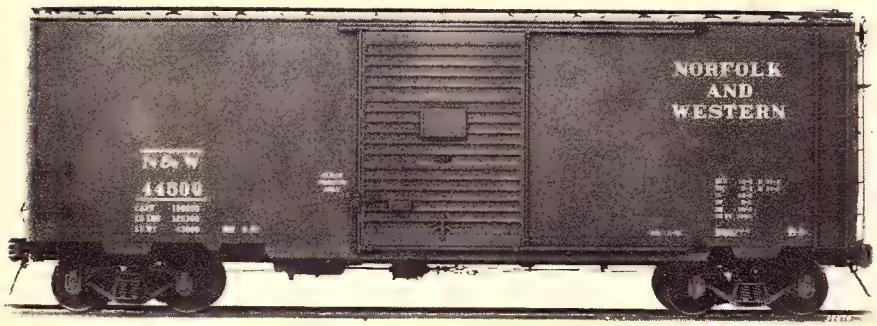
N&W operates 38 ft., 42 ft., and 50 ft. flat cars, in addition to a heavy duty depressed center car. These are white lettering on tuscan. Standard types are in the 31985-32249 series for 38 ft. cars, and 32250-32499 for the 42 ft. cars. Car shown is new 50 ft. car.





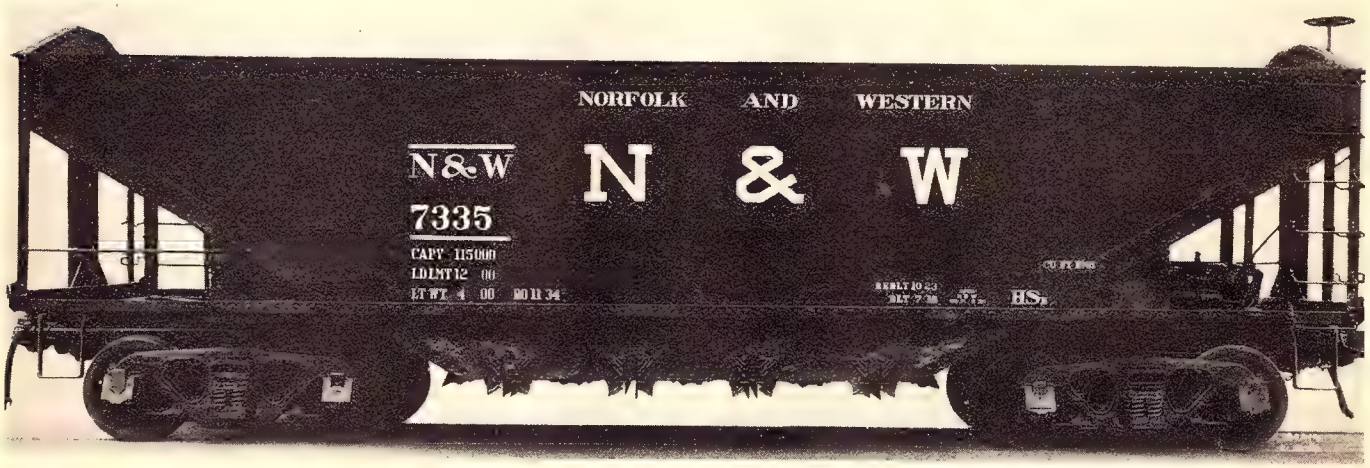
70 TON GONDOLA

Series 88000-89999 are new heavy duty coal hauling gondolas. Lack of hoppers is of little importance since these cars dump their load into ships from coal tipples which pick the car up and turn them over. Cars are N&W black with white lettering.



BOX CAR TYPE CARS

Many older wooden type box cars have disappeared from the N&W roster and have been replaced with modern 40 and 50 foot steel cars. In other instances, company shops have completely revamped older cars and as they emerge from the shops, they have new numbers. Series 40000-40999 for example were former 120000 series wooden steel-underframe cars. Most 40 ft. N&W box cars are in the 40000-51999 series. 50 ft. cars are in the 52000 series.



57 TON HOPPER CARS

The terrific pounding given hopper cars means that N&W must have a constant supply of new cars to replace older cars which become obsolete and battle-weary. An older type car which has long since disappeared from N&W rails is the 7300 series. These cars were built in 1918 and were rebuilt in 1923. Photo snapped in 1934. Colors: black, white letters.

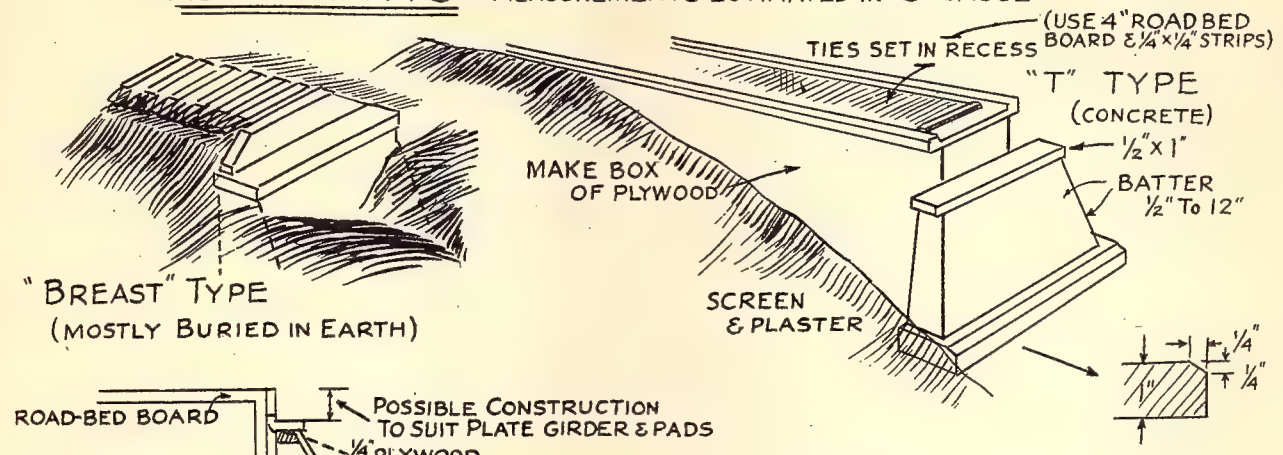
50 TON GONDOLA

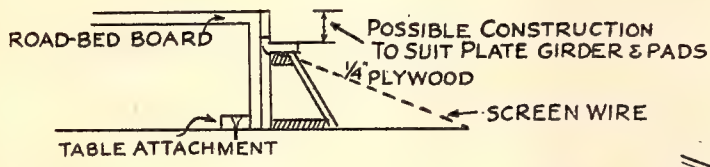
Class G-2 series 90000-90499 44 ft. cars, class G-1 series 90500-90999, 99000-99999 50 ft. cars (and 55 ton), class G-6 97500-97999 50 ft. 50 ton cars all are much the same in appearance, differing mainly in a few feet of length. These black with white lettering cars are used in coal service, as well as for other uses.

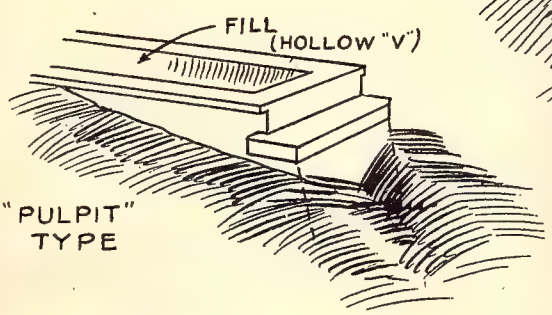
SKETCHES FROM "LIFE"

ABUTMENTS

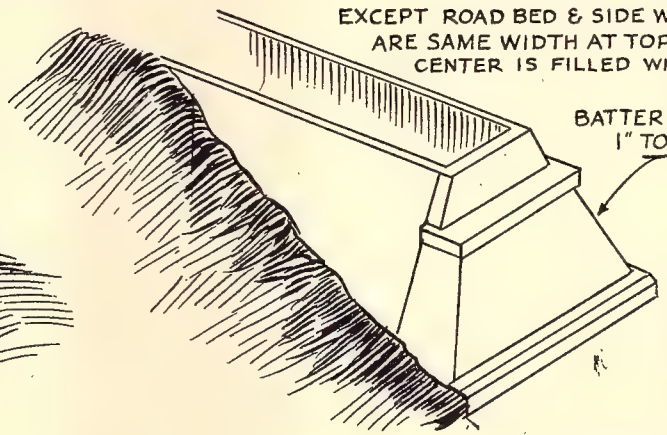
MEASUREMENTS ESTIMATED IN "O" GAUGE

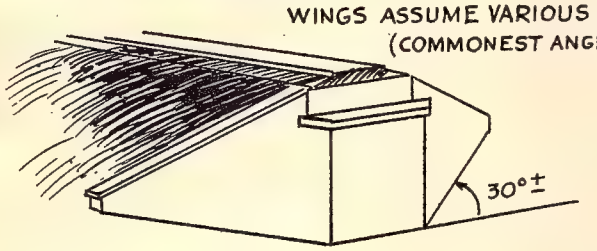


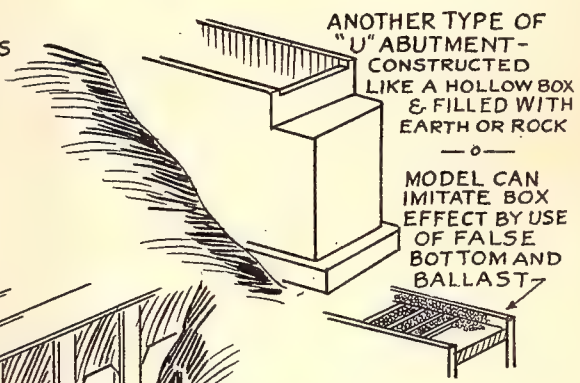


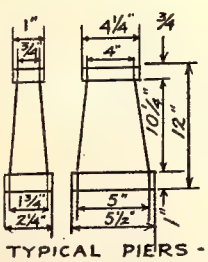


"U" TYPE SIMILAR TO "T"
EXCEPT ROAD BED & SIDE WALLS ARE SAME WIDTH AT TOP AND CENTER IS FILLED WITH EARTH.

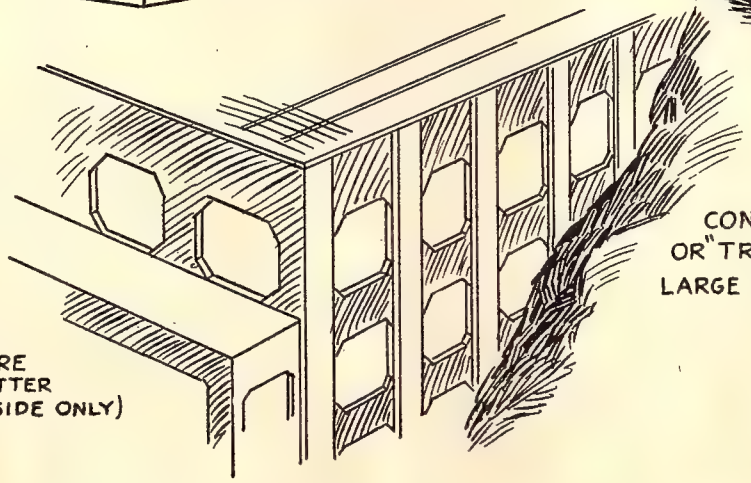





ANOTHER TYPE OF "U" ABUTMENT - CONSTRUCTED LIKE A HOLLOW BOX & FILLED WITH EARTH OR ROCK
—o—
MODEL CAN IMITATE BOX EFFECT BY USE OF FALSE BOTTOM AND BALLAST



TYPICAL PIERS - ENDS CAN BE ROUNDED, SQUARE OR POINTED (LATTER ON UP-STREAM SIDE ONLY)



CONCRETE "TOWER" OR "TRESTLE" TYPE FOR LARGE BRIDGE / DEEP CROSSING

WM

LEFT: Basic equipment necessary in manufacture of simple scenery includes orthopedic plaster bandage roll, pan for wetting the plaster, pair of scissors, wooden supports, some plaster.

RIGHT: Dr. Scherr applies an additional strip of the orthopedic plaster to a mountain, for added rigidity. The material is excellent for reshaping existing scenery and also for making lightweight covers for access holes in layout.

BELOW: Part of the author's unfinished layout shows scenery in progress. The only support for the mountain is one upright at the back, plus the track supports. The dried plaster provides ample strength for average layout uses, is light.

A doctor comes up with a new scenery making technique . . .

Rx Simple Scenery

SCENERY is a word which strikes terror into the hearts of many miniature railroaders. Many articles have been written on "simple scenery," but each has to do with the use of lumber, window screening, asbestos, plaster of paris, glue and water. The average small railroad modeler who attempts to construct scenery using this method usually finds himself with more room needed for the working materials than needed to construct his whole railroad, plus the prospect of being unable to alter a piece of scenery once it has been constructed, often making the model railroader stay away from this important part of scale reality.

I intend to propose a practical, relatively inexpensive, simple method of constructing scenery. This involves the use of Orthopedic Fast-Setting Plaster Bandage, such as is used for making casts for broken limbs. This plaster bandage is made up of pieces of gauze which have been impregnated with fast-setting surgical plaster-of-paris, with the setting time ranging from 2 to 18 minutes, depending upon the

by

Merle S. Scherr, M.D.

type of bandage purchased. This type of material will do away with the use of window screening and many of the wood forms previously necessary for the construction of scenery, as well as several extra steps in applying the plaster. The advantage of fast-setting plaster is that it can be worked with the hands and actually held in place long enough for it to dry into a solid mass.

Materials

The materials needed for the construction of this type of scenery consist of a few pieces of scrap lumber and the plaster bandages. The fast setting surgical plaster bandages can be obtained at any surgical supply house in almost any city. The material I used comes in three setting speeds—extra fast setting, which takes from 2 to 4 minutes to become hard; fast setting, with a setting time of 5 to 8 minutes; and, slow setting, with a setting time of 10 to 18 minutes. The material comes in 2" to 8" widths and is about 5 yards long and retails for 40c to 50c per roll, with the average cost of the fast setting about $4.60 per dozen for a 4" width size. It is necessary in some places to put a thin coat of regular plaster-of-paris over the plaster bandage scenery in order to work in such details as rock formation, etc., so a small package of patching plaster will be required. Perma Scene is also good and has more texture.

Building

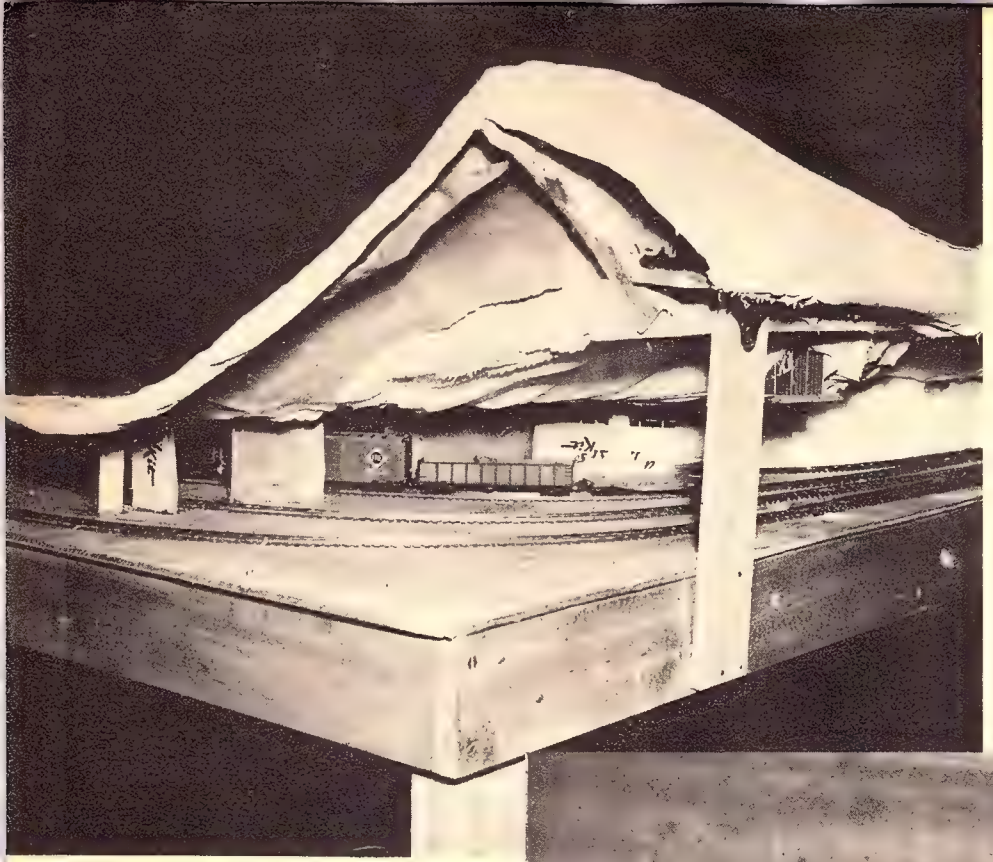
A rough outline is marked on the area of the layout to which the scenery will be applied. The next step is to cut wooden upright supports, which may be cemented, screwed or nailed into place. After the supports have been securely placed, apply the plaster bandage. Preparation of the plaster bandage is simple; the roll is submerged in tepid water for 5 seconds. Excess water is then squeezed out and the roll is applied to the upright support. Successive strips are laid with ends overlapping. The application must be performed with a moderate amount of rubbing and molding.

For large areas, such as mountains, crumpled balls of newspaper may be used for temporary supports until the plaster hardens. Additional layers of plaster bandage may be applied over the first to add strength. It is important to keep rubbing the plaster constantly in order to form a fused, solid layer. After the scenery has hardened and the surface has been smoothed, it may be painted.

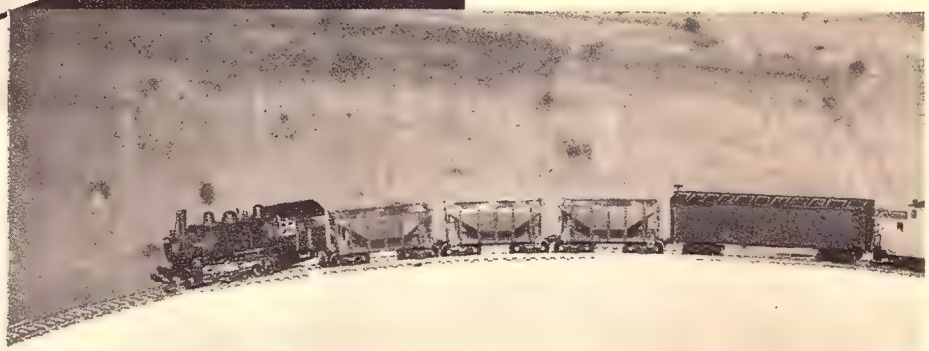
If more detail is desired, an additional thin layer of patching plaster may be molded in order to create rock formation. Application of bits of lichen or commercially obtainable miniature trees and bushes will add to the realism. In many cases it is unnecessary to add artificial grass since the granular surface of the plaster material often has the appearance of grass when painted the proper color.

The plaster bandage lends itself to many uses. Since it is easily worked by hand and dries rapidly it is very useful in creating fills, bases for buildings and other structures, and grades. This material readily takes paint.

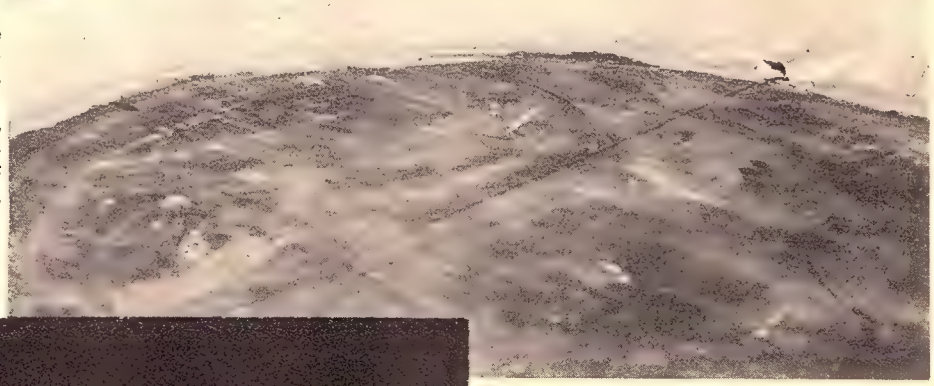
The advantages of the use of Fast-Setting Plaster Orthopedic Bandages for the construction of scenery are quite obvious. Less material is required for the making of scenery and less time is consumed. Another great advantage is that if you are dissatis-



ABOVE: Back view shows the one upright holding the plaster bandage in position. Also shown are overhanging edges of plaster bandage roll which give additional areas of support to subsequent layers. Material goes up very rapidly.



RIGHT: A continuous length of plaster bandage was used on this long mine spur grade. Bandage is molded easily while wet to any desired shape.



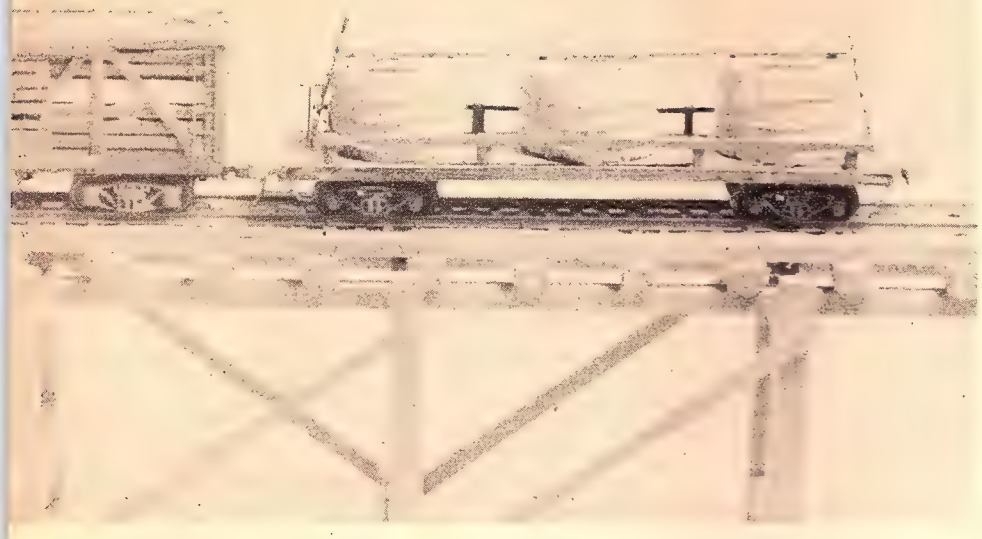
BELOW: Structures are built into the scenery by providing flat bases, then later cutting away bandage to exact shape of structure. Lack of wire screen eliminates possibility of shorts.

fied with a portion of your scenery, such as a mountain or fill, all you need do is to take scissors, cut out the undesirable section and replace it with several strips of the bandage. There is no waste to these bandages. When regular plaster is used one usually has many dirty pans filled with plaster that is set, which is a total waste. Also, any leftover dry plaster, which is improperly sealed, will rapidly become hard and unusable. The plaster bandage comes in rolls or strips, sealed in a plastic or waxed wrapper and is air and moisture proof, thus making it usable at any time. The cost also is relatively low, when one considers the ease of construction, lack of waste and the convenience of material.

It must also be added that there are many other medical instruments which are a distinct advantage in model making. Laryngeal Mirrors, which are small mirrors on the end of a metal wand, can be used for the close examination of inaccessible areas of the layout, such as under the table and nooks and crannies of rolling stock. A headmirror is also very useful in providing light for those out of the way dark places, where finely detailed work must be performed. Perhaps many doctors are in the hobby because they already have many useful tools with which to work.

The method of constructing scenery as presented above should help the experienced or novice scenery maker, with little time, to have a simple and practical method of making scenery. For those of you who have been saying "I must build scenery someday" this will probably be the answer to your problem—at any rate, why don't you try it?

let's build some PICKLE CARS



by Stan Trott

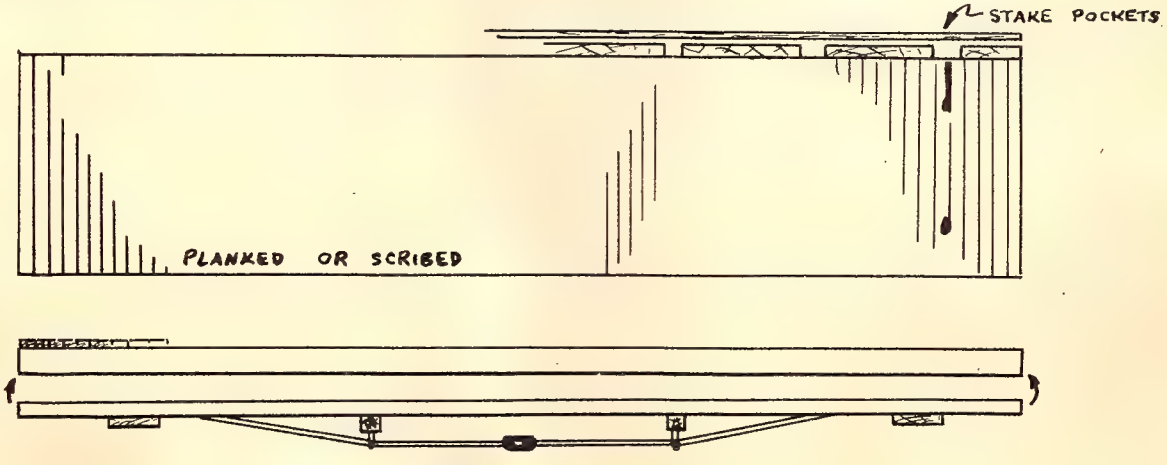
Build this simple all-wood pickle car from precision wood or even wood scraps. Even a beginner could build a fleet in several evenings.

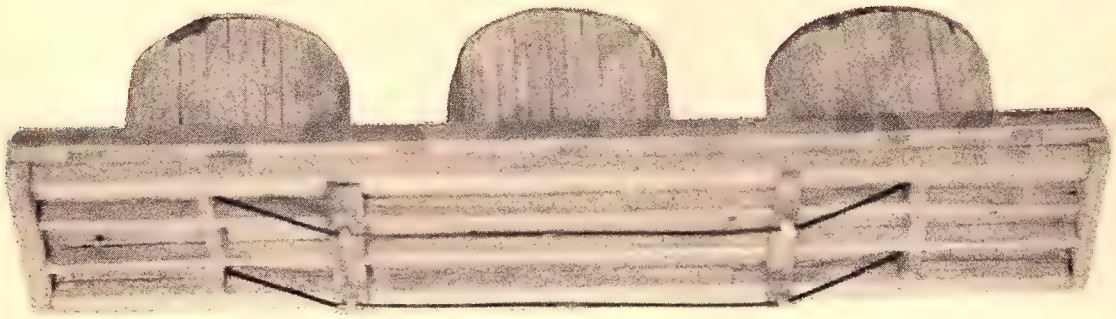
I know that there are a lot of fellows in this world of model railroading, who have deathly fear of scratch-built modeling. Why—! There are many answers to that question; so let's see if I can't change that and make scratch-built modeling easy.

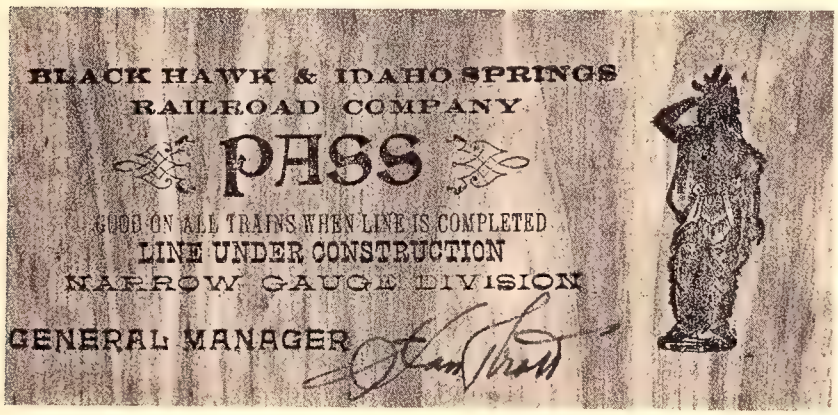
Have you a little bit of imagination and a corner in your home where you can work? It doesn't have to be the best equipped machine shop. I have been interested in modeling railroads for many years and am living in a town thirty miles from the nearest hobby shop and to my knowledge am the only miniature railroader in my town. Until now, I haven't had the space to build a layout; just cars, buildings, and other small projects. There must be a lot of us in the same set-up. Well, you are the fellows I am writing to. The fellows, who, if you want a car or a building have to build it or go without, because there is no other source of supply that suits you or your pocketbook.

How about sitting down and building a car or cars that suits your own railroad needs. My own road, the Black Hawk & Idaho Springs, is one of the short lines that run around this country. These roads may need a tank car to haul gas and oil or a water car for the work train. They don't go out and spend hard earned cash for a glorified tank car with a blazing herald all over it. No, they take that old flat car over there on the siding; that was a cast-off from some railroad nearby; and go shopping to their next-door road and get a tank that had been in a wreck. Put the tank on the flat car; brace her down, and paint her up pretty with the line's own colors and — Brother — they're in business. So let's work the same idea. There is a pickle factory that has bought some property near one of your sidings. We are really in luck from the start; all we have to do is lengthen the siding a little—no buying land, or ripping up and putting in switches and such. Now, they have told us that they need some transportation of brine and pickles in brine. What are we going to do about it? Let them move it over the road in trucks or are we going to do something about it? You can bet that we are going to move their products for them. Here's how we are going to do it—build some brine cars from those flats over there on the siding that we haven't used since we hauled pulp on them last fall. We know that pulp will slack off this fall and we can't count on too much on the income from that source. We find that our flats will hold comfortably three wooden tanks. So into the shops go the flats for the remodeling job. We have time to do a good job because the pickle factory has just started on their buildings. So let's see how we are going to do it

DRAWINGS SHOWN FULL SIZE FOR HO GAGE





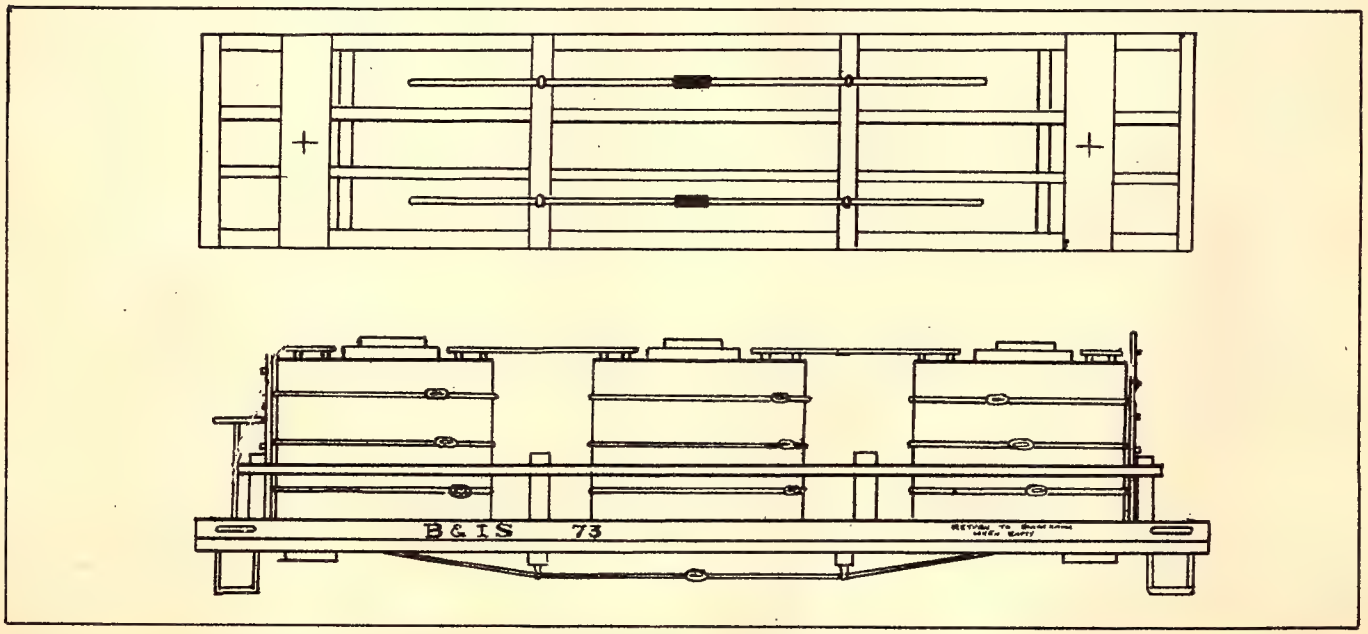


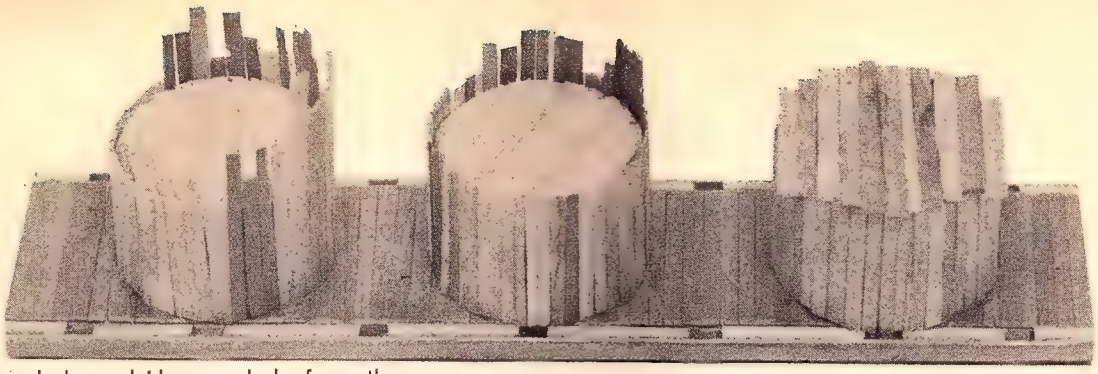
Underbody view of pickle car shows simplicity of the frame and truss rod supports. Trusses can be built up but it would be easier to buy any of several makes from your hobby dealer.

and what we will need to do it with.

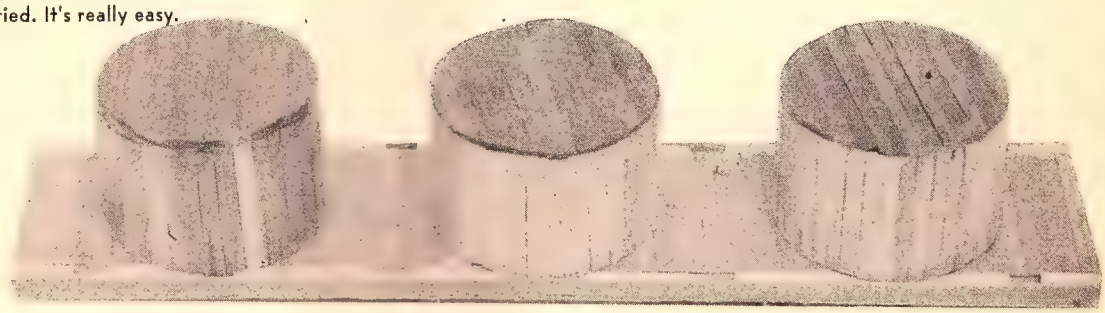
First off; we head for a carpenter or cabinet maker and ask him if we can go through his scrap pile, where we sometimes can find treasures untold. You find that they have, at times, quite a bit of very thin edges which they usually burn or throw out. Well, we got an armful of that and leave him scratching his head thinking we are crazy or the next to it, for wanting anything as small as that. Then you find an old curtain rod or broom. Better still, if you live anywhere near a boatyard or ship chandler, you can get a fist-full of wooden plugs for covering screw holes in wooden decks. They might cost you all of a cent or so each. That should be all the wood you will need. Now for the tools—a good supply of razor blades, ruler, pencil, a small pair of pliers (long nose if you have them) and a tube of quick drying glue (I used Ambroid). Also some common pins, a foot of heavy thread, and a piece of garnet cabinet sandpaper. Oh yes, a couple of snaps they use on clothes for brake wheels. Now all you have to buy are the trucks and couplers, unless you have some way to make them and I haven't as yet.

Now for the construction of the car. I started out the same way that I would for making a flat car with a piece of pine—5¼" x 1¼" x ⅛", sanding the roughness, if any, off. Next take the thinnest wood, paper thin, give it a few good rubs with the sandpaper and cut; with the aid of the rule, in strips about ⅛" thick. Lay one of the strips across the floor and mark. Then cut out enough floor boards to cover the entire floor. Take the boards and glue them to the floor. That will give you a good looking flooring to start with. I took ⅛" x ⅛" and cut it so that there were lengths enough so that starting from about ½" in from the four ends of the floor boards and leaving a space large enough for a stake made from a wooden match. Then take two pieces of the very thin stock, the same width as the floor to go outside to make the stake pockets. That being done, we start on the tanks, which are plugs ¾" high and 1⅛" across. You can fit three of them on the car comfortably. They will run about 1⅛" in diameter. After





After planks are laid across deck of car, the dowel tanks are cemented in position and then wrapped in a blanket of wood strips on both sides and tops. Lower view shows how these are trimmed after parts have dried. It's really easy.



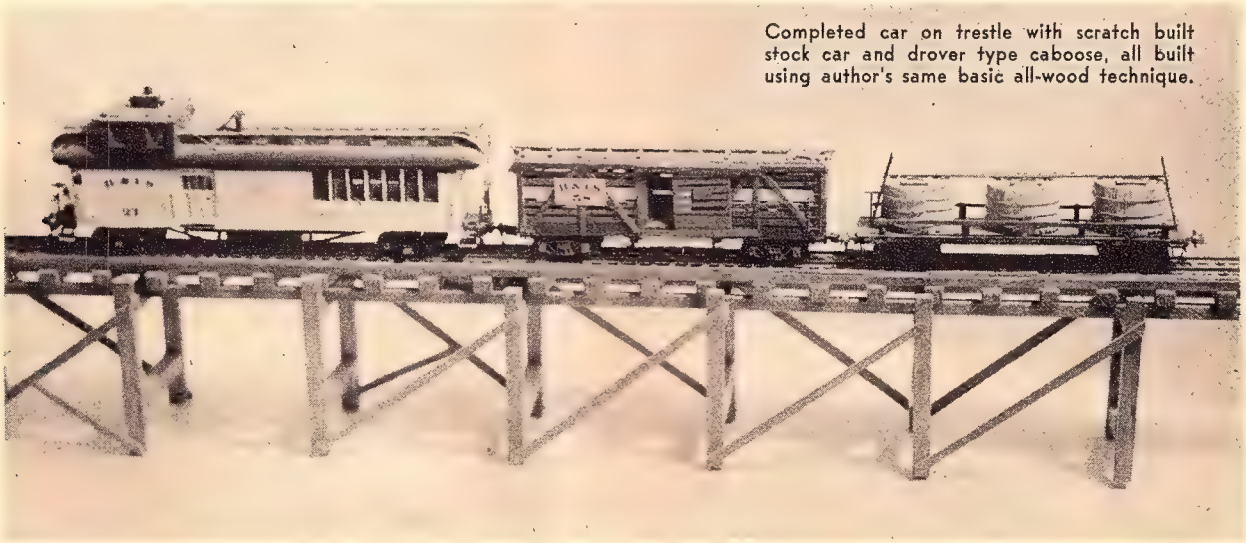
they are glued in place; one over each end where the trucks are going and one in the middle of the car. When in place, take some more of the thin stock you got from the carpenter and sand it a little. If you are lucky and got some of the cutting and strips used in finish work you will have little or no sanding to do at all. Cut this into strips the same as you did for the floor boards, and glue these around the tanks vertically. Trim the excess off at the top and then do the planking across the top of the tank. Use heavy thread to make the three bands equidistant from the top of the tank to the bottom. Then take three strips of very thin stock and make a cat-walk across the top of the three tanks, similar to a cat-walk on a box car, but about ¼" off the center of the tanks so that you can put in the man-hole covers. These are of thin stock about ⅜" x ½" with three pins bent in the shape of handles. Now at each end of the car make a ladder that goes up the side of the tank at the center line. I made mine out of thin wood. Then on the sides where the stake pockets are, I put four matches about ½" high, one in the first (at each end) pocket and one halfway between each tank, with a piece of thin stock running across the four stakes so that it looks like railing. Then the trucks, couplers, foot and hand rails, and brake wheel are in the usual places. I made truck bolsters out of wood and put a piece ⅛" x ¼" in the center to meet the bolsters, but you can outfit her with rods if you like. Some of mine will have them.

As for paint, I used black for the flat car — the tanks are orange — the ladders, railings, tank hatches are green. As for the lettering, I haven't as yet been brave enough to tackle that detail. I plan to handletter her.

While I was making this car, I made six of the same as I went along—I like mass production. I have tried it with four other sets of cars and wished I had tried it with more. There are some details that you will forget how to do in just doing one type of car. So there you are.

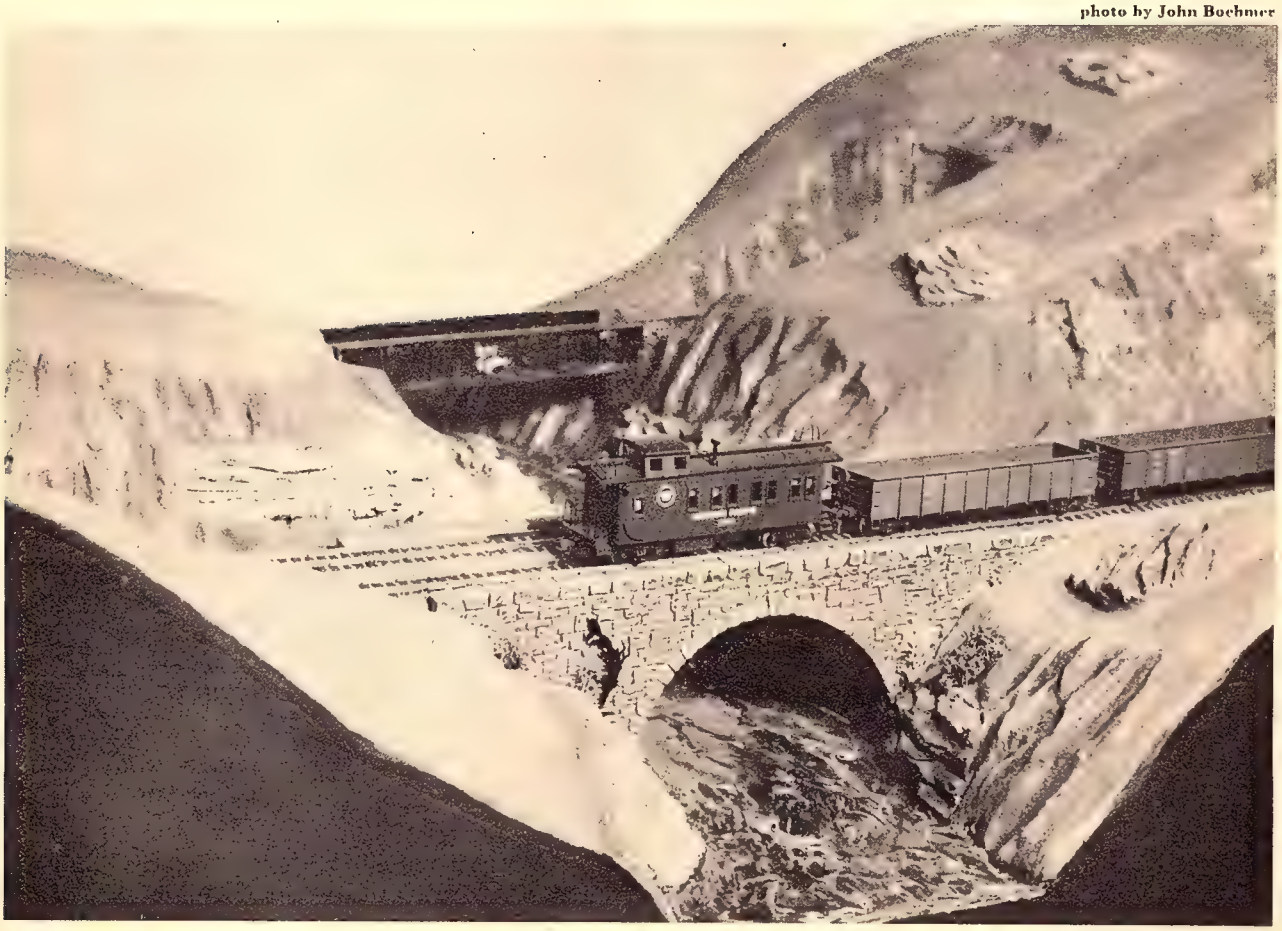
You are ready for the pickle factory to start production. I finished one model up quicker than the rest to see how it would look and if I would be satisfied with it, and I was. So I will take another evening and finish the rest and I will have my cars. I figure three evenings—six cars—at seventy-five cents per car. Plus the fun of building them from scratch and only killing three-four evenings in doing it. And you are ahead of your kit-friend, because I haven't as yet seen a kit for this car. Some similar but not like it. I find it more fun to build a car to fit the needs of my own railroad. This one did.

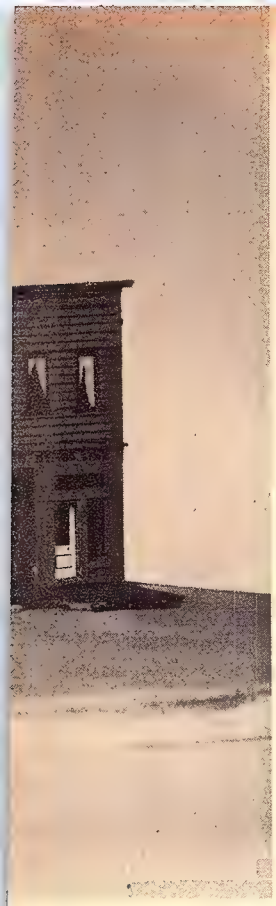
Completed car on trestle with scratch built stock car and drover type caboose, all built using author's same basic all-wood technique.



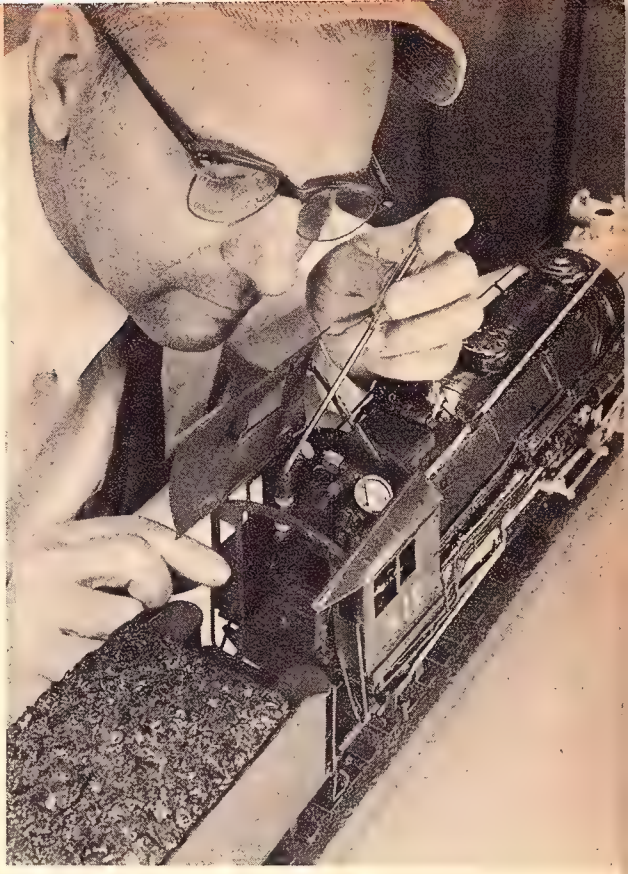
RAILROADS ON DISPLAY

photo by John Boehmer





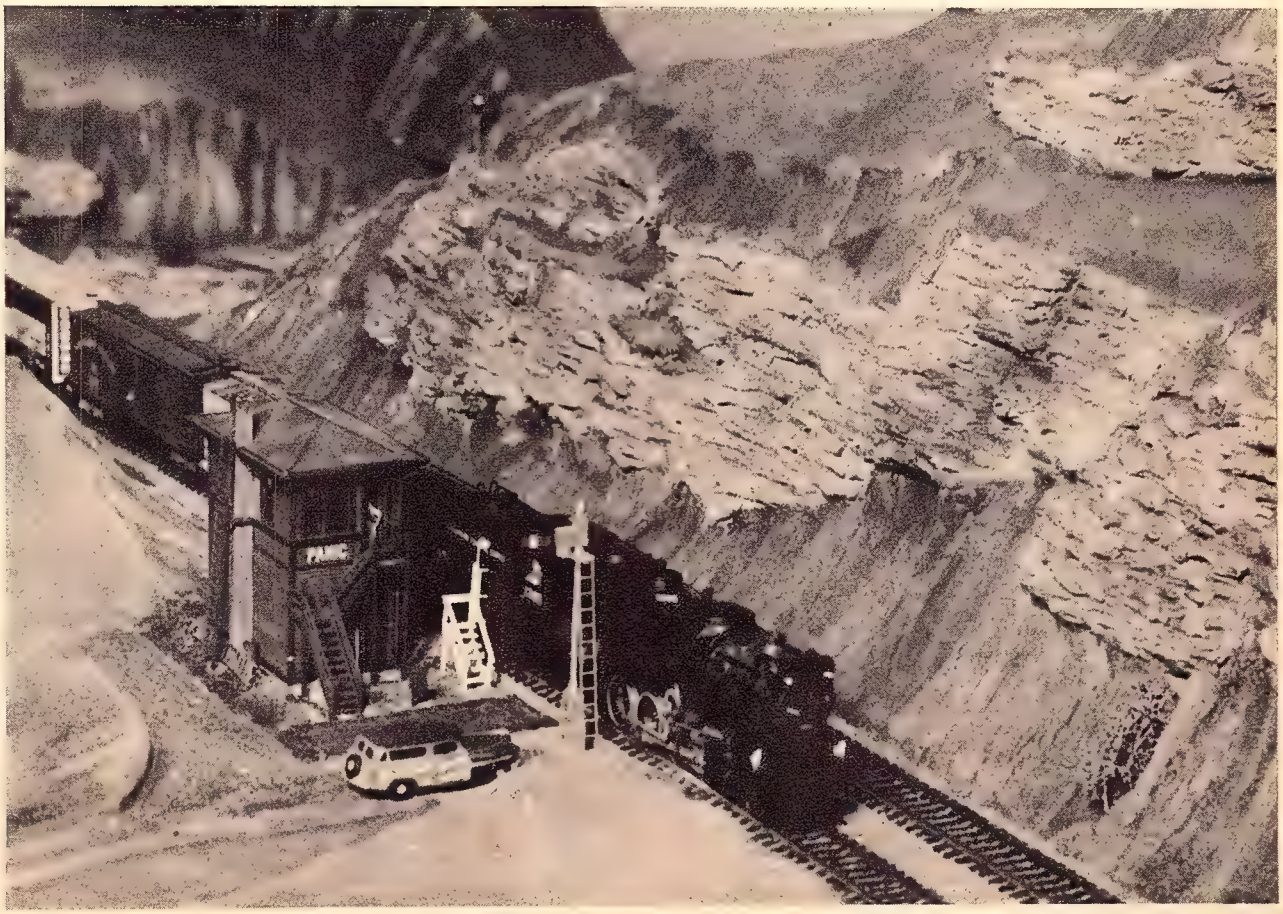
Dave Fieldman, of Montreal, built this fine HO model of Old Cheyenne, from plans appearing in RMC last year. Very clean, nicely detailed.



Live steamer's have some things to worry about which the average rail doesn't have to consider, like keeping his engine fueled and lubricated, and in water. Ed Hohlfeld, of Philadelphia, built this Espee SP4 Pacific to 3/8" scale, from plans appearing in Model Craftsman in 1939. Loco uses liquid fuel, measures 31" overall, and uses a 2½" O.D. brass shell for the boiler. Like it?

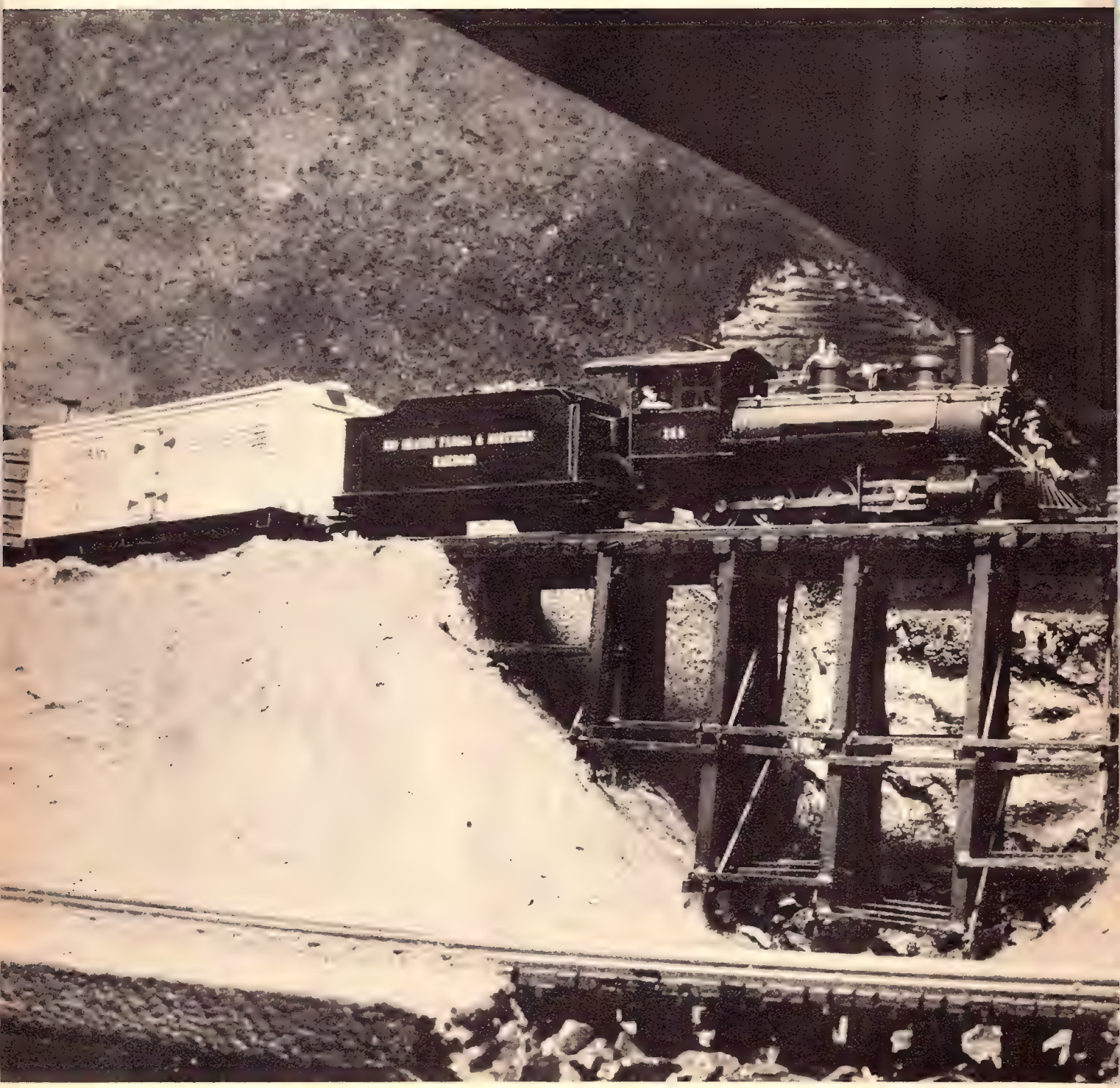
LOWER LEFT: HO Asken Div., MoPac, of Joe Klos, must have some pretty heavy traffic. Eastbound traffic uses line in rear, tunneling under mountain. Stone bridge is balsa, carved with X-Acto knife and sanded with a pencil. River is the Muddy Mo.

BELOW: Panic Tower, on the Asken Div., MoPac, also sees plenty of action. Tower was built by Joe Klos; was judged 1st Place in Structures at 1956 Mid-Continent NMRA Regional meet held in Kansas City last summer. Wish it was ours!



We pay $5 for readers' photos used in this section. Send size 4x5 or larger prints to: Editor, Railroad Model Craftsman, Ramsey, New Jersey.

HOn3 Rio Grande, Pagosa & Northern RR Eng. 268 shuttles across trestle with freight on Clear Creek Trestle. HOn3 hog was scratch built by Dave Peck, of Devon, Conn., and is now owned by B&M Train Dispatcher Don Robinson, of Springfield, Mass. The layout is 3x5, and is portable.



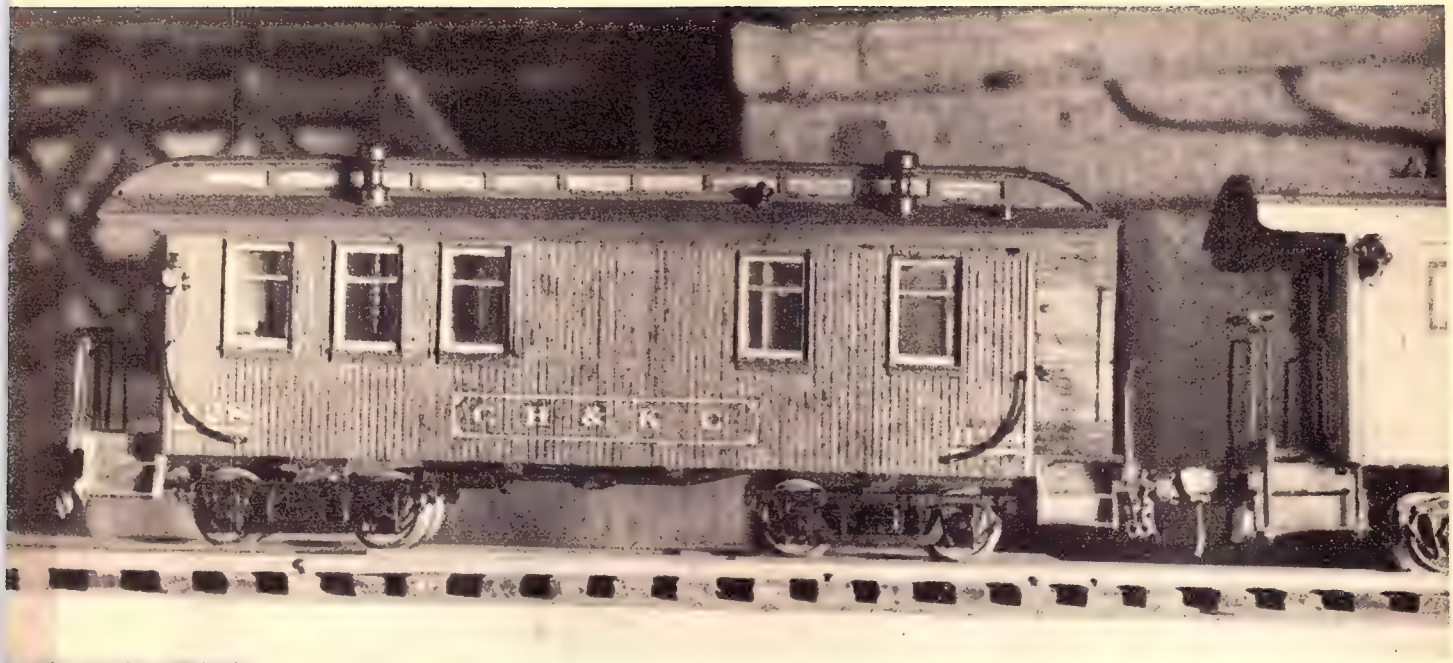


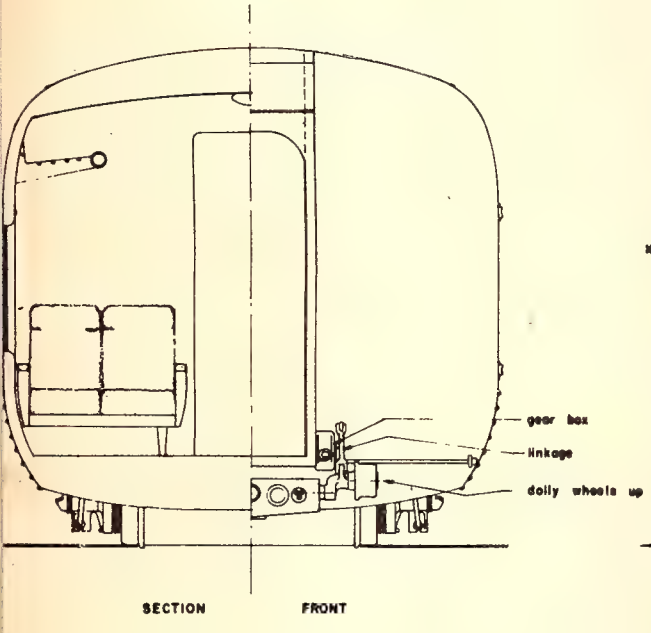
photo by Roy Clark

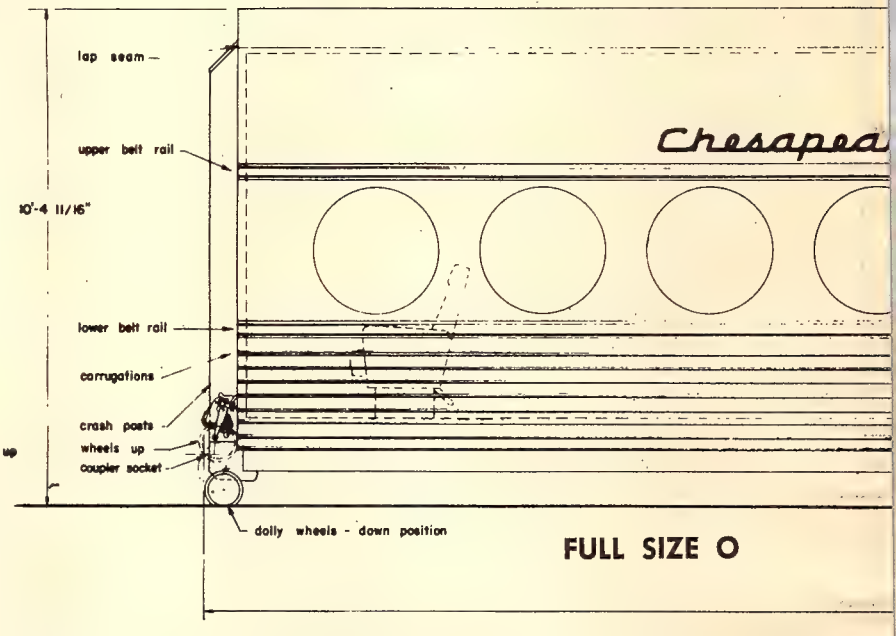
Business Car on the Catspaw Hill & Kittybreath Creek Railroad, an On3 streak of rust operated by J. H. Powell, Rancho de Un Caballo, San Antonio, Texas. Car body was built by Ted Collins, of Kutztown, and we have the word that it's an ice box on the front platform, built to hold champagne for the brass hat . . . and milk for the company cat!

Another On3 scene ostensibly somewhere in Colorado, but actually in the wilds of Bradford, Pennsylvania; on the pioneer On3 line of Jack Alexander. We think the two photogs own that Narrow Gauge Motel out in Alamosa. Incidently, we know of NO outside third rail N. G. lines.

the train called X

The real railroads are developing fast, low cost trains. Already several such units have been operated on some of our big systems. Train X was the original prototype for them all.





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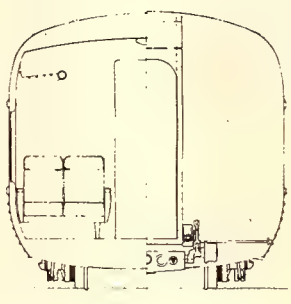

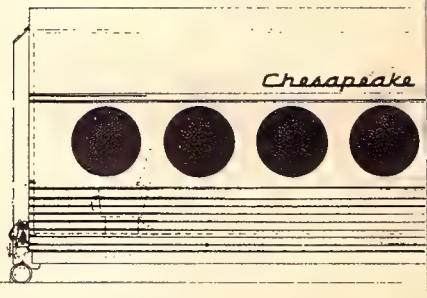

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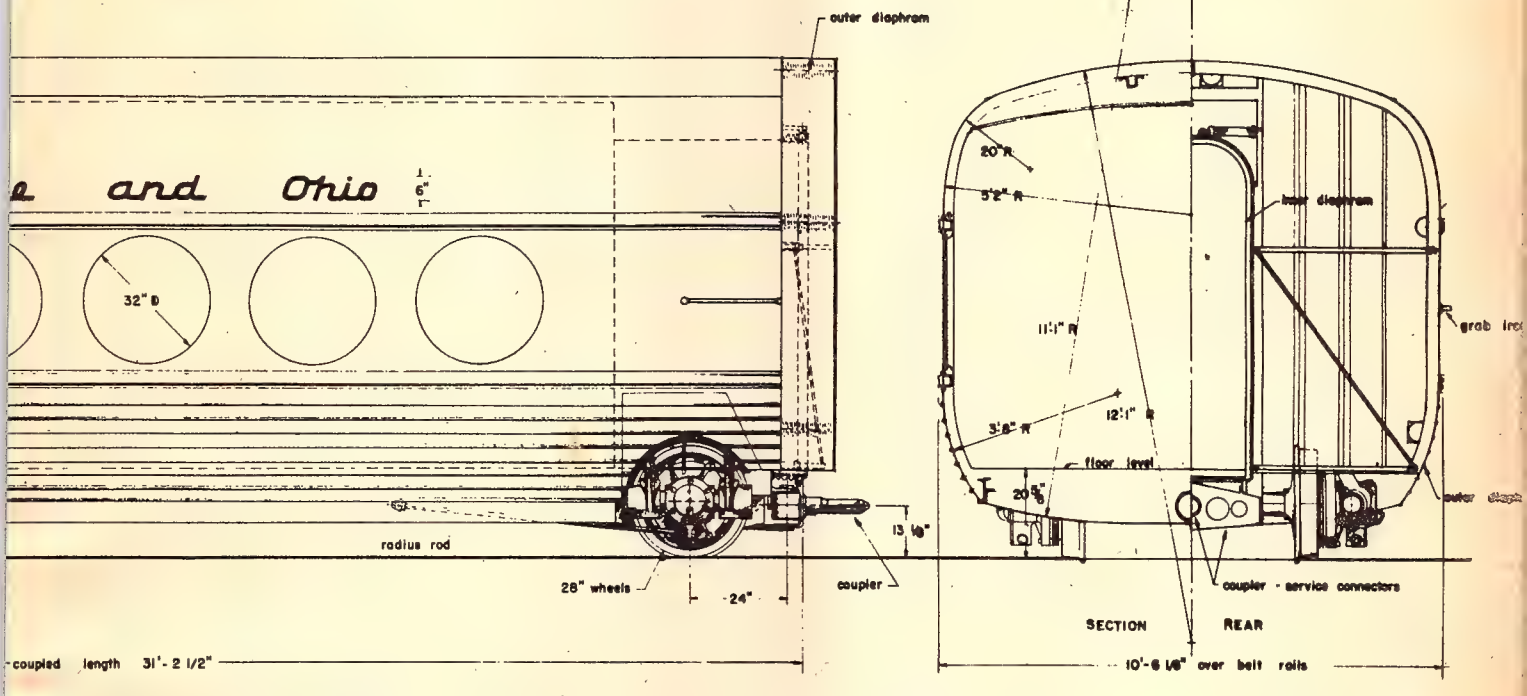
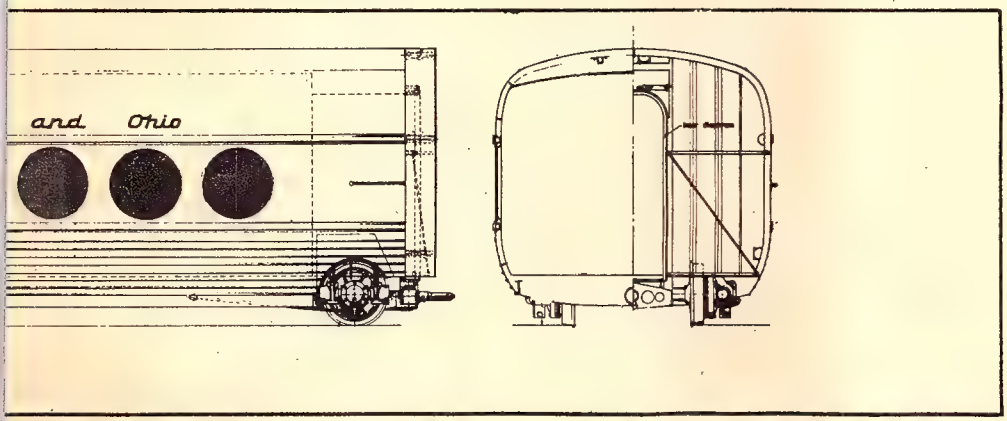
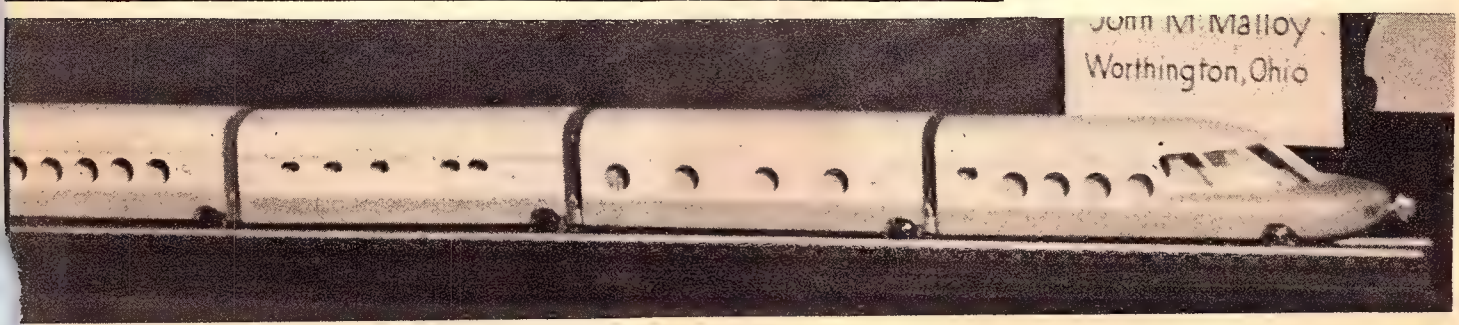
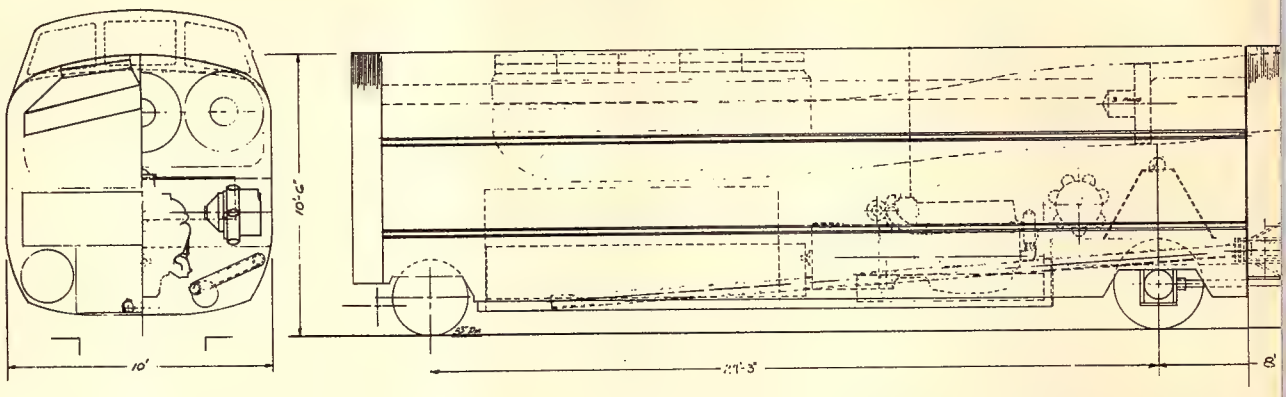

outer diaphram
and Ohio
32" D
radius rod
28" wheels
24"
coupler
13 1/8"
coupled length 31'-2 1/2"
20" R
5'2" R
inner diaphram
11'-1" R
3'-8" R
12'-1" R
floor level
20 5/8"
grab iron
outer diaphr
coupler - service connectors
SECTION
REAR
10'-6 1/8" over belt rails

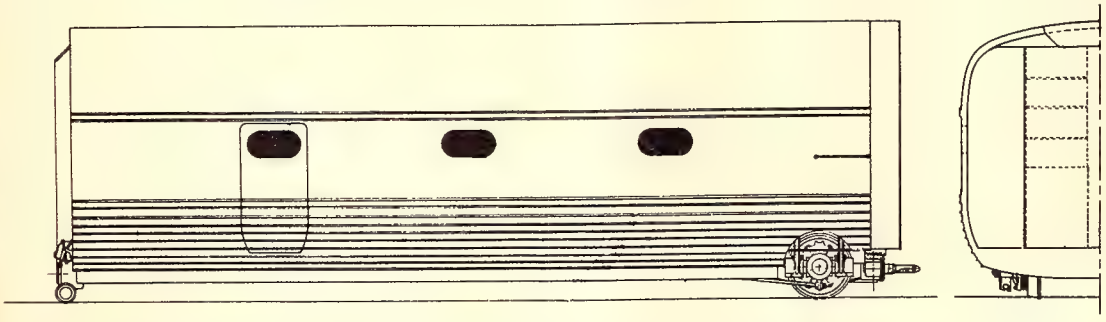

and Ohio

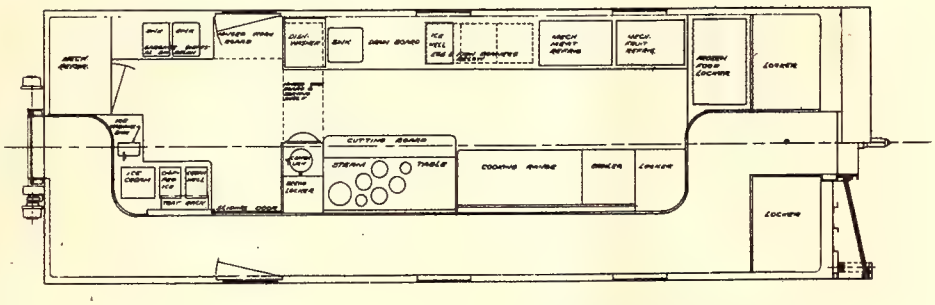
COACH


John M. Malloy
Worthington, Ohio

FULL SIZE HO

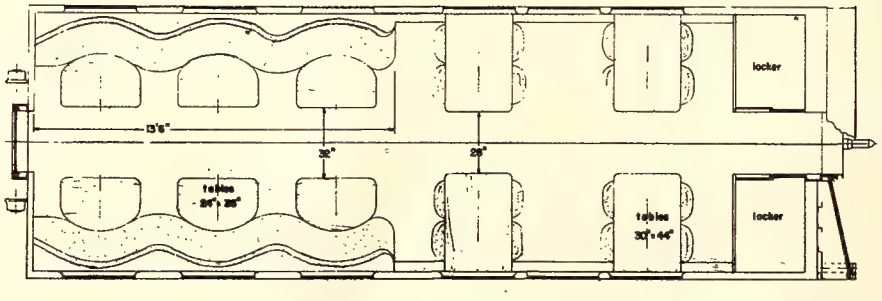


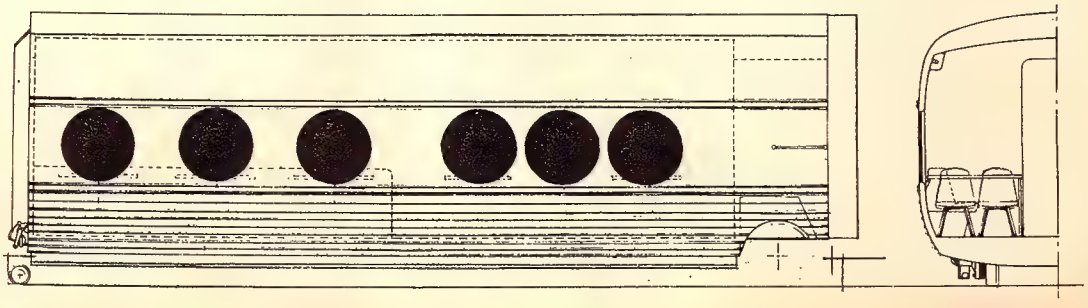


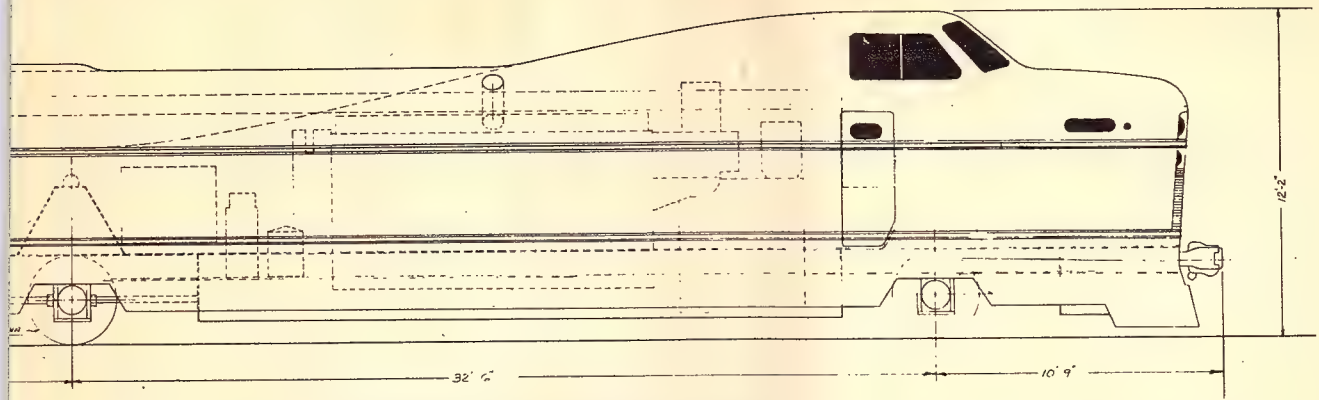


KITCHEN CAR

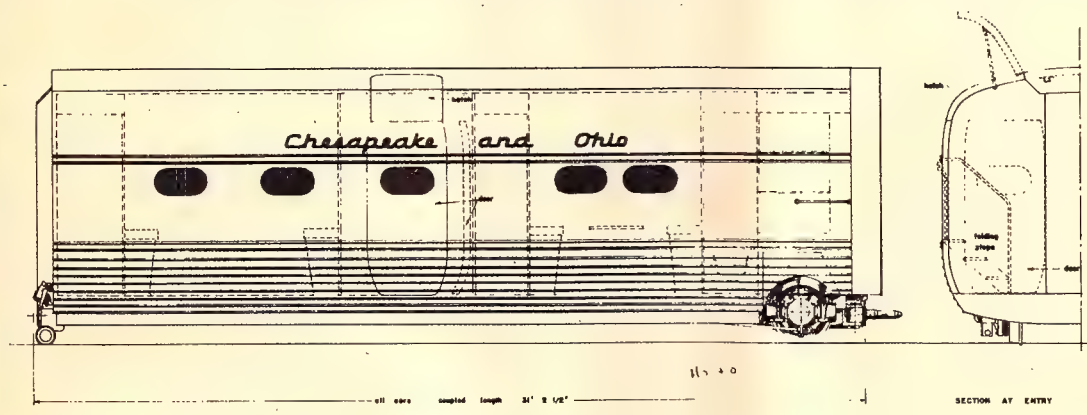
DINING CAR

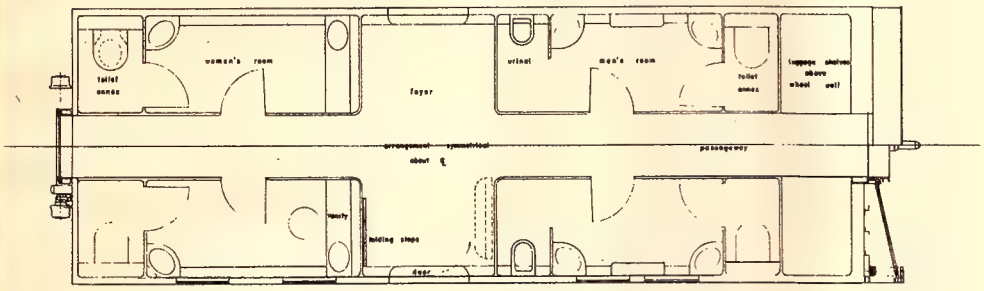






LOCOMOTIVE A&B UNITS

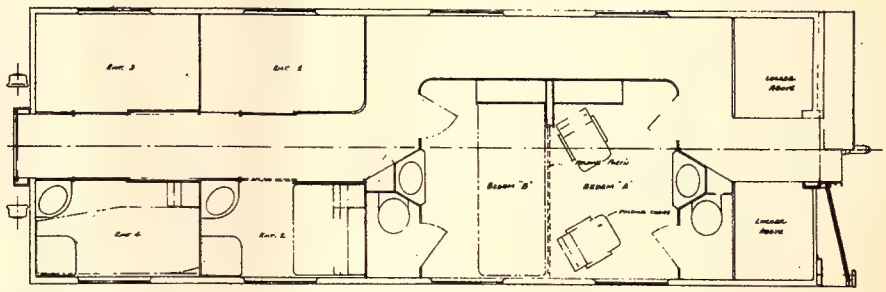


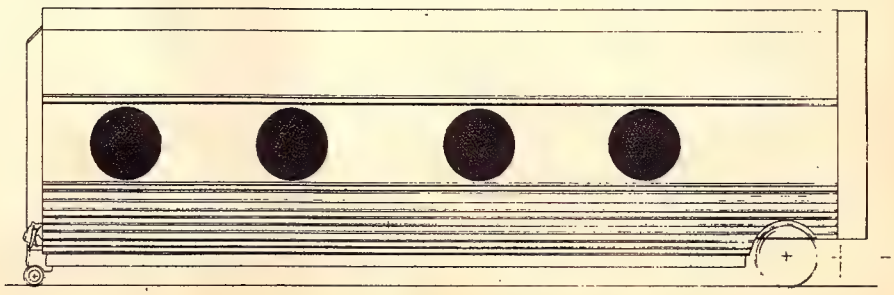


FULL SIZE HO

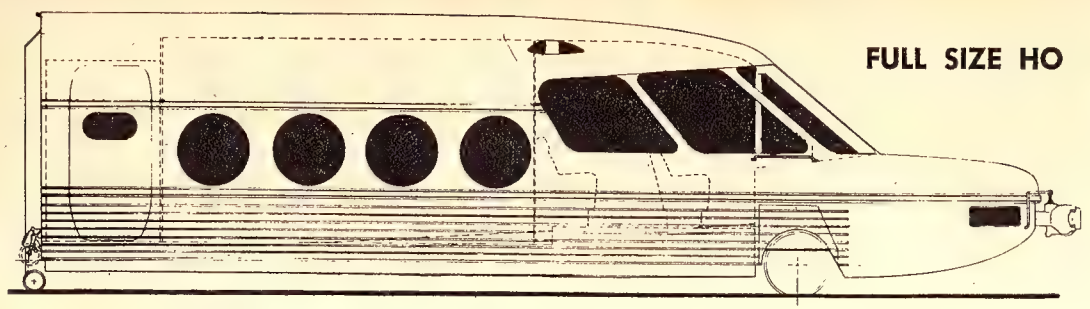
ENTRANCE CAR

train "X"





SLEEPING CAR



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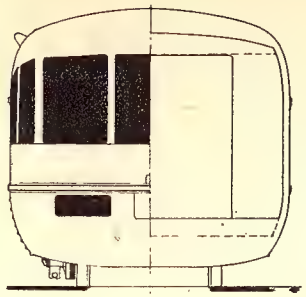
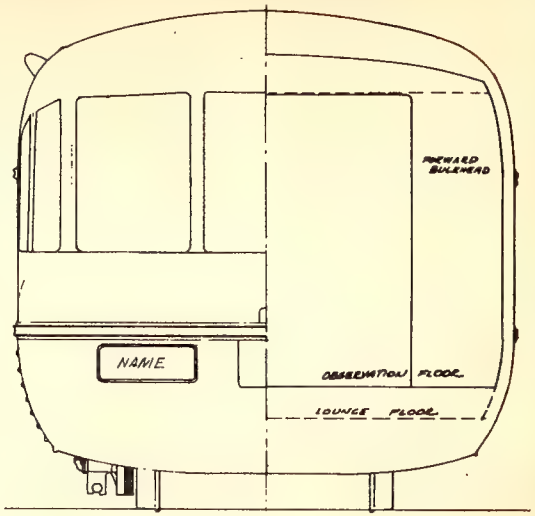
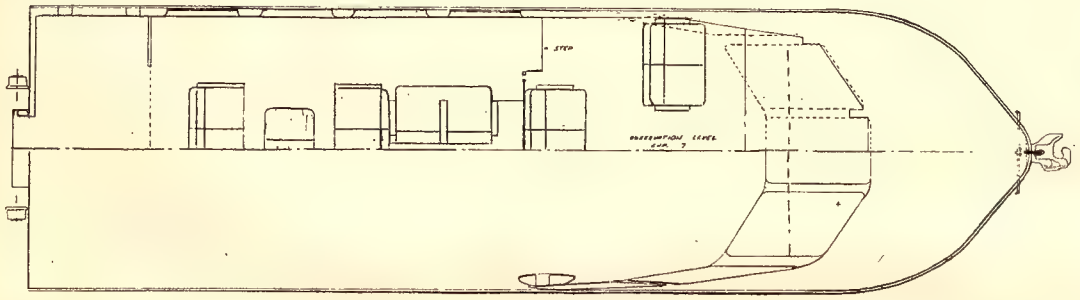


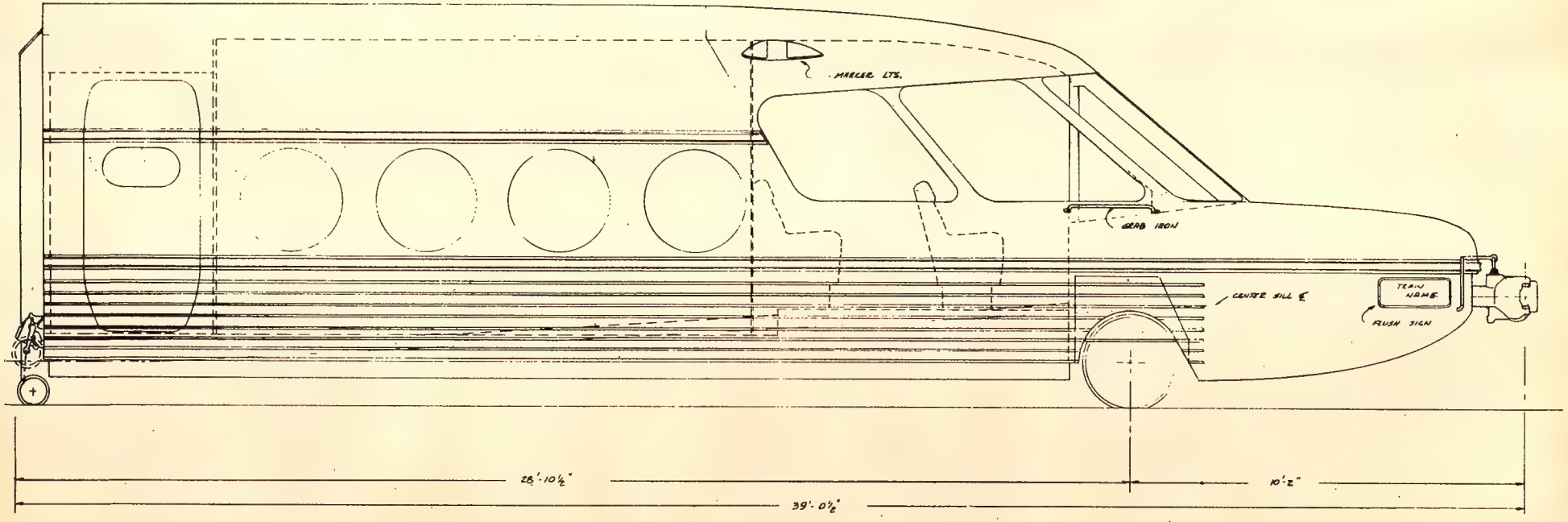




OBSERVATION

SCALE : 6" 0 1 2 3 4 5 6 FEET

FULL SIZE O



Keep Them On The Track

Bad operation is due to a number of factors, most of which are easily remedied. Perhaps some of these may be causing trouble on your line.

Uncoupling Ramps. Low hanging pins from auto couplers can cause a derailment when running through any kind of trackwork on which the pins could snag. Uncoupling ramps of the stationery type should be low enough so as not to hit bottoms of trucks and pilots, causing shorts and derailments.

Bumps and Dips. If the track is basically good but has bumps and dips, there shouldn't be many derailments from that cause. Nevertheless, it's a good idea to eliminate such faulty trackwork. The longer cars may cause cause trouble on such track.

Tight Trucks. Trucks mounted too tightly will not swivel sufficiently to permit truck to turn on curve.

Warped Floors. Cars with warped floors might also cause derailments but will normally operate satisfactorily if the trucks are loosely mounted and/or are sprung, permitting all wheels to touch rails with equal pressure.

Chipped Flanges. Broken flanges on wheels should be replaced immediately. Usually it will be necessary to replace a whole wheel and axle section.

Narrow or Wide Switches. Here's one of the most common causes of trouble but one which can be remedied easily if you take a little time to do a good job. Check troublesome switches and other special trackwork for proper gauge along all points. Trucks jump the track easily, especially at the frogs if the gauge isn't correct. Points that stick out too far might also cause derailments. They should be flush against the rail for smooth turning of trains.

Tight Frogs. Frogs that are too tight or have solder in them cause wheels to ride high and so easily derail.

High Spikes. High spikes can cause derailments. The best spikes are the flat headed ones with square shanks. They usually stay put but may pop out if you use a very soft roadbed, such as homosote. Rail joiners and objects on the track can also cause derailments. Clamp rail joiners securely to edges of rail. *Any point at which a car's wheels can be heard to "click" is a potential source of danger and should be eliminated.*

Rail Joints. Rail joints can cause derailments. It's a good practise to whisk a small file across new rail joints to smooth out any rough edges. Do the same thing on the inside of the rail heads, too.

Coupler Play. If you have average curves, the longer the car, the longer should be your coupler shank. Even Mantua passenger couplers may cause trouble when going through a double switch and they usually allow more play than most other type couplers. It's sometimes possible to provide a bit more play in Mantua couplers by filing away a bit of the inside of the loop on the sides.

Dog Legs. Dog legs usually occur in the sharper radii (at least they are most troublesome) when a curve has a short segment that is still sharper; almost a kink. Cars and engines often will derail on doglegs. Best to take them out.

S Curves. A pure S curve is a sure way to get a derailment with longer cars. Whenever installing an S curve, always insert a short segment of tangent (straight) track in between the two opposed curves.

Grades. Grades that start or end too steeply may cause the flanges to go jumping off. Start grades easily.

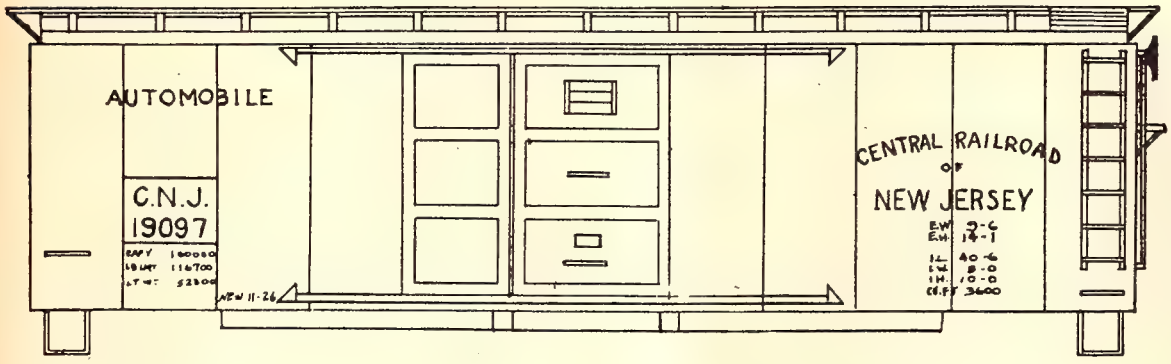
Irregular Track, Flanges of rigid trucks jump easily when track is not level. Both rails should be at the same height.

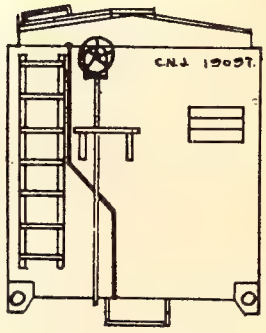
Dirt on Flanges. Dirt builds up on flanges if they are not cleaned periodically and can often reach the point where there is hardly any flange left to keep the car on the rails. Such cars often roll as though they have a flat wheel. Remove dirt with track cleaning fluid and if necessary, a knife.

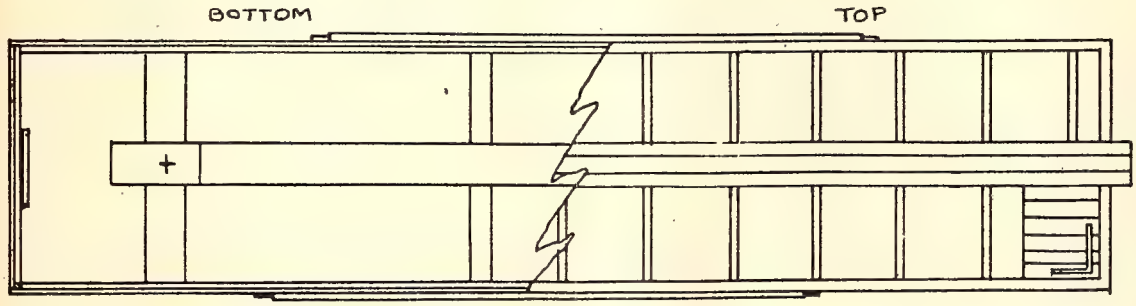
Gauge of Track. Variations of temperature and humidity may effect track to the extent that the gauge may increase or get narrower, causing derailments. If one particular type of track causes consistant trouble, replace it with something else.

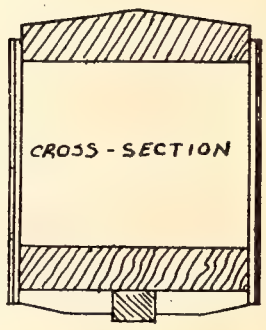
Low Engine Protruberances. Low hanging pilots, gears, steps, etc. can snag on track and derail unit. File to clear.

Here's a section of freight, passenger, and non-revenue car plans drawn especially for model railroad use. All plans shown are HO scale and may be converted to any other size by taking them to your local photostat house for low cost conversion.

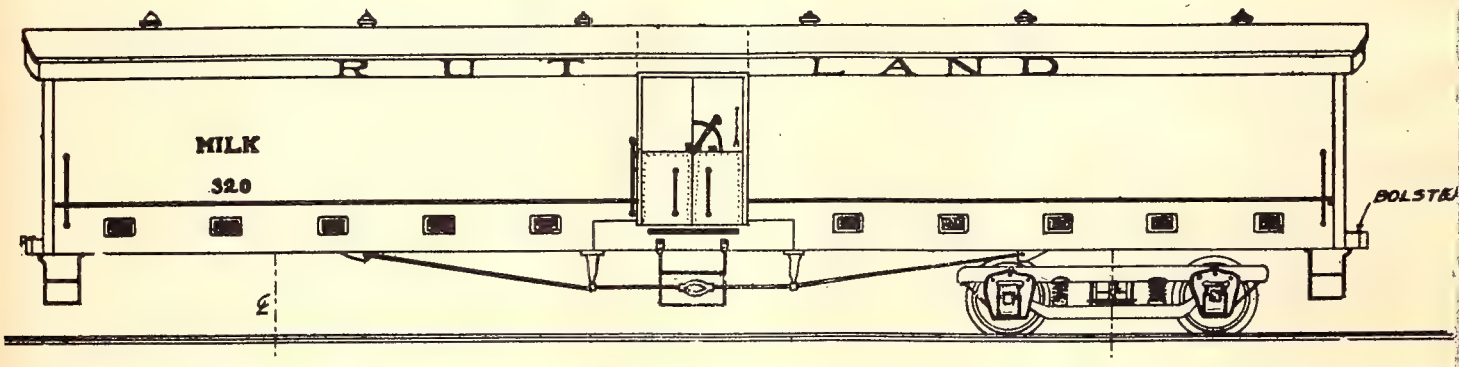


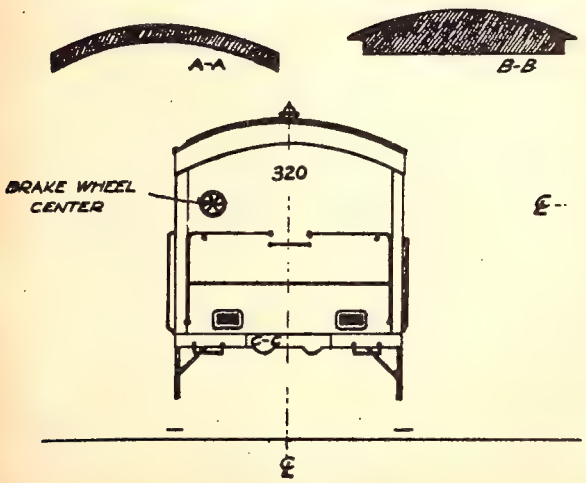


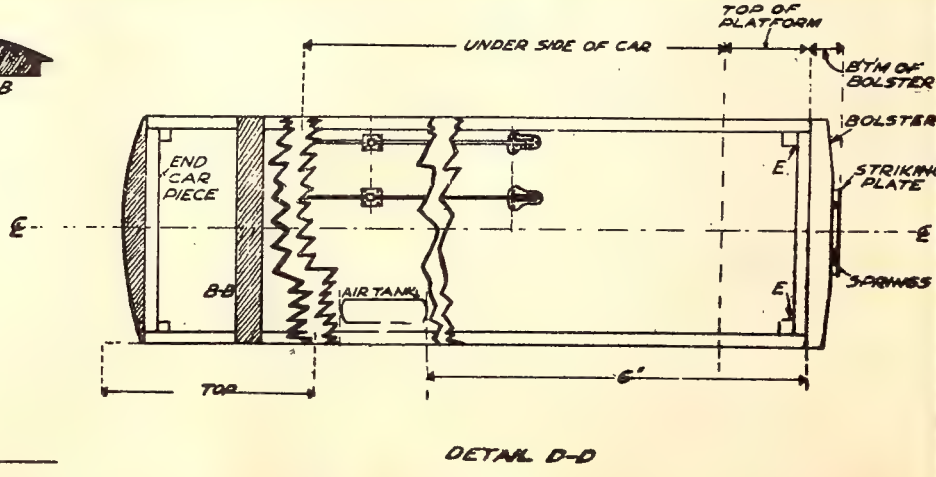




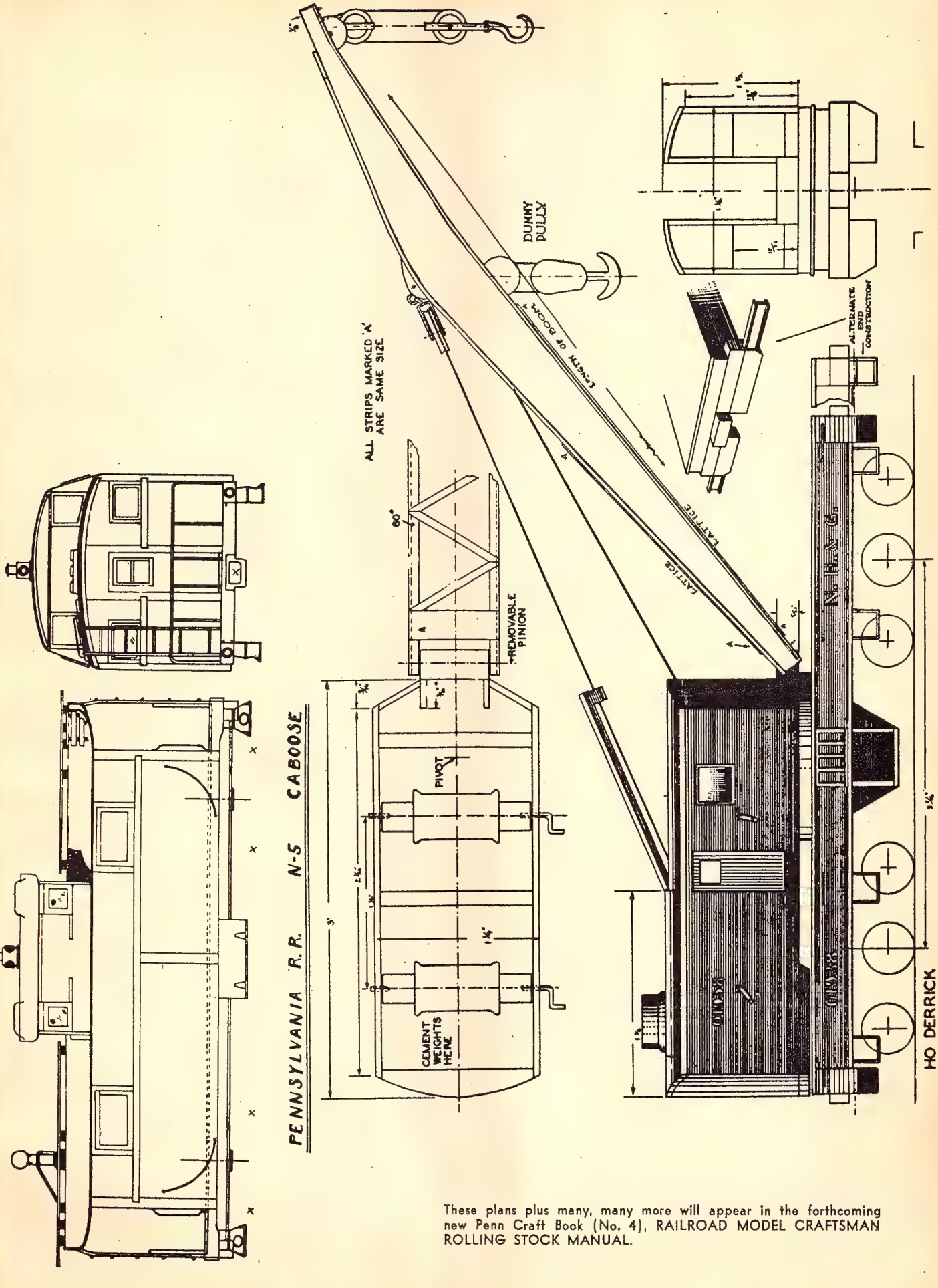
Rolling Stock Plans







DETAIL D-D



These plans plus many, many more will appear in the forthcoming new Penn Craft Book (No. 4), RAILROAD MODEL CRAFTSMAN ROLLING STOCK MANUAL.

two 7x12ft. railroad designs

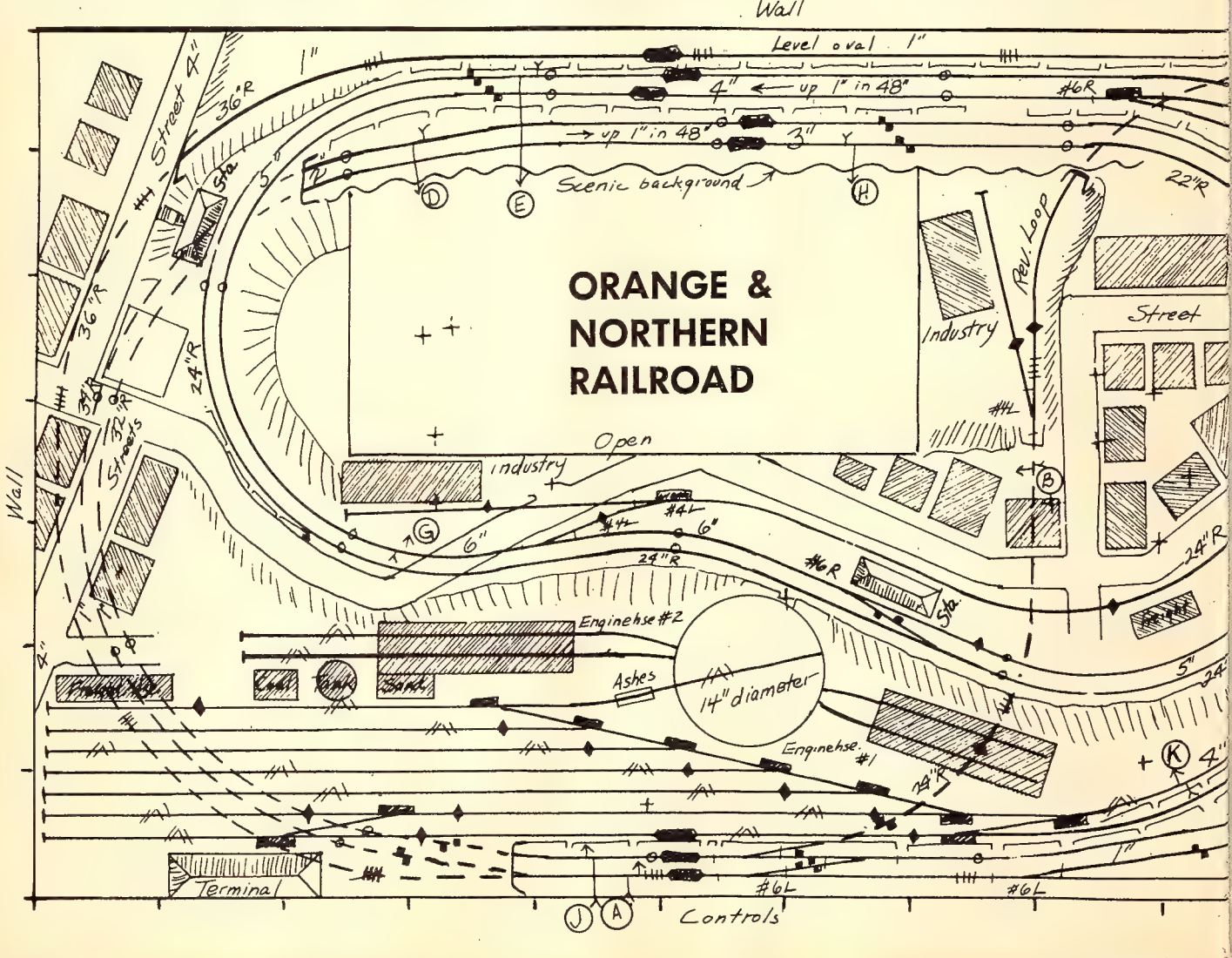
Non-Mountainous

IT has always been one of my unspoken ideas that the fellow who wants a layout with several levels of track is automatically asking for a layout with mountains. The hills—for a **scale** mountain on a model pike would reach through the roof of the house—are required to cover some of the hidden tracks and at the same time provide a **reason** for the changes in elevation. Talking with one railroader of some experience recently, I realized that you can build a non-mountainous railroad with several levels by having urban scenery. This has the advantage, too, of letting you jam a lot of tracks in a given space, thus giving you more room and reason for "operating," more places to keep your cars and engines—since railroads around cities tend to be more compact.

So I drew up a couple of layout plans for my friend's seven by twelve foot space in HO, and, thinking you might like the idea, I am presenting them here with explanations as required. Neither is easy to build because of the numerous tracks and the many changing levels. An open benchwork table would be almost a necessity.

The **ORANGE & NORTHERN** is a layout designed to be placed against two walls of a room, the top and left sides of the layout. Were it necessary to put the right instead of the left side against a wall, the layout would have to be reversed or mirrored. The first trackage to be built on this pike would be the level oval or racetrack which circles the entire area at an elevation of 1" above the lowest point or "see"-level. This includes at the extreme right one of my "model railroad cross-overs" consisting of a No. 6-L and No. 6-R switch instead of the usual twin rights or lefts. It should also include in its construction what will later turn out to be the reverse loop, a single one only, for getting trains turned around to head back into the terminal and yard.

The second phase would be construction of the main line which forms an inside-out figure-8 inside the level oval, and using about a yard of the level oval's track at the front. The main line is double tracked with the idea of run-

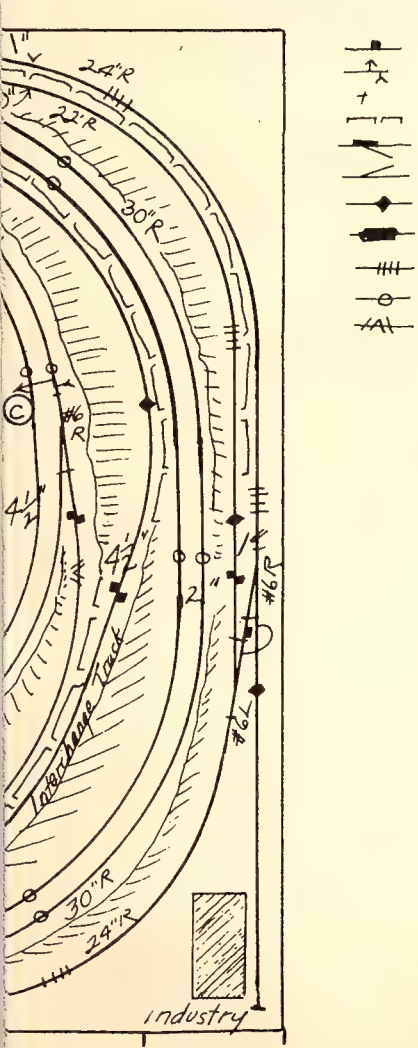


by the layout doctor

Layouts

ning at least two trains at once on it, maybe more. This main line has 22" minimum curves on the inner track, 24" minimum on the outer track, so that big engines can be run. Long trains can be operated, too, since the grades are restricted to 1" rise in 48" or ¼" per foot, approximately 2%.

The third stage would be the construction of the terminal and yard area which is at the front. This takes off the outer main line at extreme right, although access to the inner track can be had by the conveniently placed No. 6-L crossover at center front on the lower level. Because the rail-head to rail-head clearance between yard tracks and lower level is only 3", I suggest that though you use other baseboard on the rest of the layout, you use only ⅛" Masonite where other tracks are underneath. Further, in order to avoid the complication of putting in switch machines where the underground space is taken up by tracks, I have here prescribed the use of Custom-Line switches with the No. 4 frog, which is really No. 4½ giving a curve that is between the usual rather sharp No. 4 and the too space-consuming No. 6. With the Custom-Line switches, the switch machine (bought separately) is to be attached to the straight side of the switch with screws, as with Snap-Switches. It is above ground, easily accessible for wiring and maintenance, but is below the level of interference with cars or engines. Custom-Line switches also have insulated frogs, which does away with the need for jumper wires and for gaps between the switches of a crossover. The tracks beyond a Custom-Line as beyond a Snap-Switch are always live, in contrast to scale type switches. Thus with Custom-Line switches in the yard, a derailed car in the yard may short out the whole control block all the time rather than just when the "gate" to that yard track is open. Engines can not be left "dead" on a Custom-Line or Snap-Switched yard track unless special dead blocks are created. However you could in this case easily run any engine to the turntable and one of the engine-houses.



The interchange track runs down a very slight grade from the terminal to the inner main line at right rear. Here it joins in with a No. 6-R Custom-Line switch (because of the presence of the reverse loop track ducking down to 0" elevation underneath). While the interchange track can be used as a direct connection between the yard and terminal and the inner main line track, it would be more fun to use it for the purpose of its name, for setting out cars brought into the terminal and for picking them up from the other end, ostensibly from "another railroad," really the same one. This provides points of origin and destination for freight — even for passenger — cars apparently beyond the limited area of this little railroad empire.

Electrically the line is divided into ten blocks which should be sufficient for cab control if that is desired by you the builder. These are designated by letters of the alphabet running down to K but excluding I. The sectionalization suggested is not the only one possible nor is it necessarily the best for **your** uses. Maybe you don't need four sections on each of the two main line tracks so that you could run four trains at once there, two on each line. However I do suggest that you divide your main line into several blocks, inserting the insulated rail joiners and attaching feeders according to a scheme. The feeders for each line could be run together to one power pack or one control temporarily, but should you ever need to divide the pike up into more control blocks you can do so without ripping up track. In addition, individual blocks so connected can be disconnected one by one when you are hunting for that mysterious and persistent short circuit that seems to crop up in every model railroad at least once during its existence.

Notice there are no mountains on the **ORANGE & NORTHERN,** scarcely any hills—unless you count the mound across from Englewood station which could easily be replaced with a park. Where there are differences in elevation they are made either with retaining walls or simple slopes. Retaining walls can be easily made from building paper cemented to cardboard. The slopes can be made in the standard manner of model railroad scenery, with a plaster mix over fly-screening, but there are no big expanses of "mountains" to color correctly and afforest with realism. You can work out your technique easily on the small areas of slope required. And if the worst comes to the worst and your mother or wife lays down the law about "that mess," you can always replace the slope of an embankment with a retaining wall.

Several re-railers have been located on this layout to keep troubles down to a minimum. While the five tracks hidden by the scenic background are easily accessible from the open space in the center of the table, the five re-railers back there may keep the need for such access to a minimum. The three at the front may re-rail a derailed car before it hits the switches, but their main purpose is to enable you to put new cars on the track without a struggle. Until you've used a rerailer, you don't realize what a blessed convenience they are. They are available on a Snap-Track section or in a three-piece kit for use on other types of track or where track is already in place.

THE DEVON CENTRAL Lines is for the same seven by twelve foot area, but with this difference, all four sides are or may be against walls. Accordingly the width of the shelf around the space has been kept down to two feet which is within the convenient reach of most people. The door to the room could be at any point and you, the owner, as well as any visitors, would have to duck under a portion of the table to get inside to the operating space.

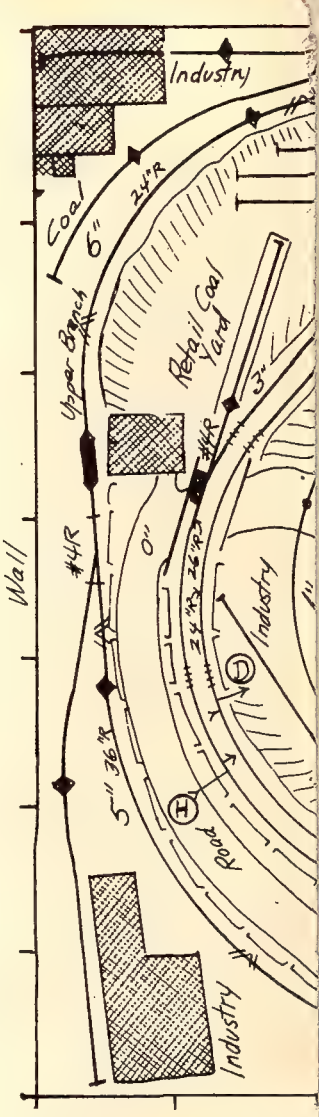
Here the first trackage to be built would be the double track main line around the entire access space, distorted somewhat to allow for additional future trackage. To permit future complicated operation, on the wrong track, etc., I have indicated two double crossovers in this rather small oval. Actually a single scissors would be feasible, located at lower center, until the day of complex operation arrived. Indeed two separate crossovers, one right-, one left-hand, would be feasible but would not look as complicated as a scissors yet would require just as many switch machines.

At the upper right corner of the plan there is located a two platform, four track passenger station which I have called Freezer. This is the heart of the system, where circling main line passenger and freight trains may exchange passengers, freight, even entire cars not only for the city and yards at Freezer but for the two branches as well. There is a three track yard outside the main line, utilizing the outer platform track as a switching lead, and there is a turntable and engine terminal at lower right, accessible from the inner terminal track as well as the main line at the bottom of the plan. Again a rectangular enginehouse has been used to better utilize the space available.

For the second stage of construction, I'd suggest building the lower branch which drops down a 1" in 36", or approximately 3%, grade to the low level terminal of Devon. Just a few short yard tracks here, a one stall enginehouse, and one industrial siding. Trains either have to run out backwards, or be powered by an engine that does not need to be turned such as a tank engine (Booster, Little Six, Busy-B, Dockside) or a diesel four, eight, or twelve wheeled switcher.

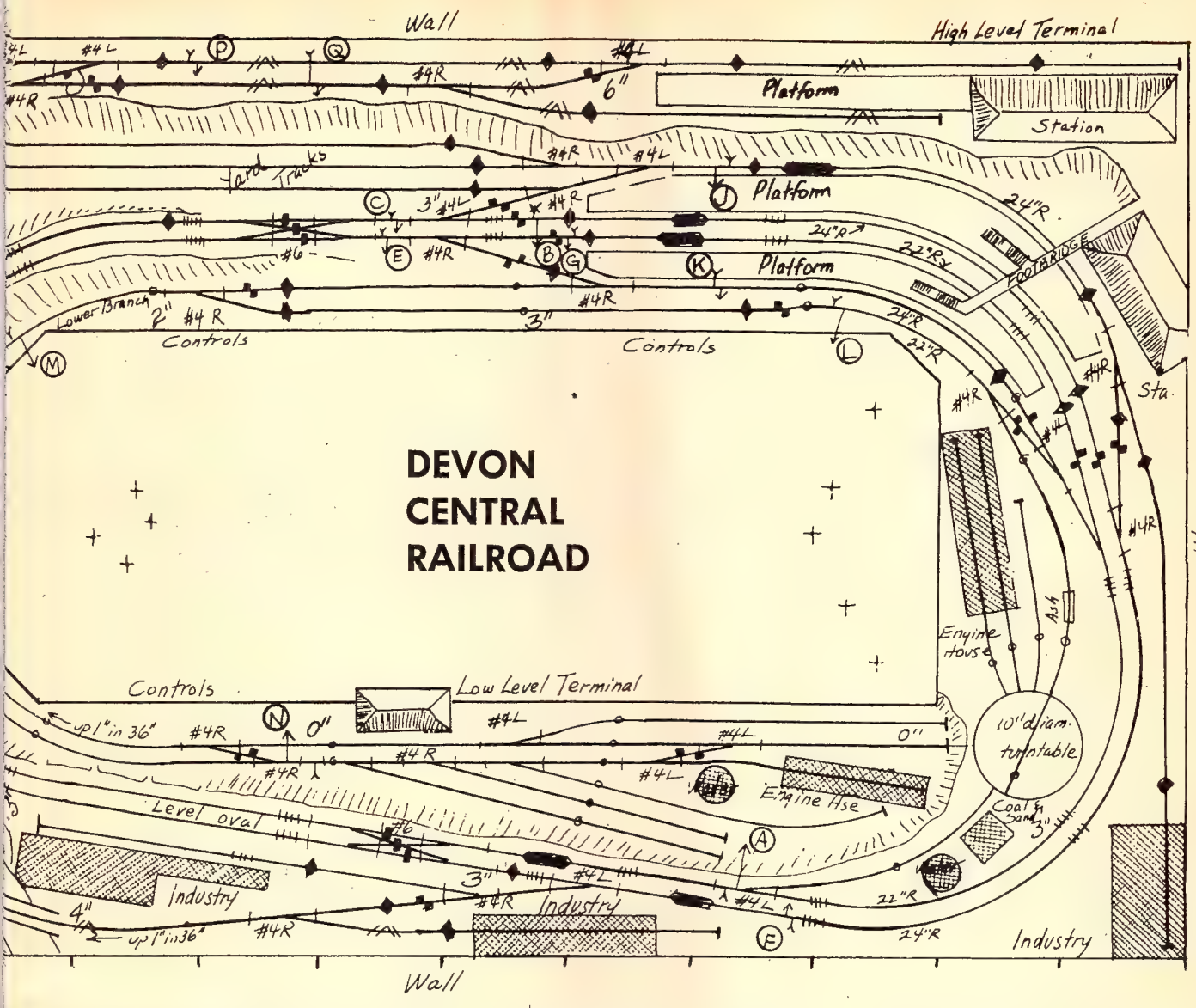
For the third stage build the upper branch which diverges from the main line at bottom center and climbs another 1" in 36" grade to Pritchard. The terminal here is even more skimpy, with the run-around track away from the station itself, but with two platform tracks, one for passenger, one for freight. At the outer end of the run-around track there is a single industry with two spur tracks for freight cars. I'd like to see this branch operated by electricity from overhead catenary. A Pittman Bride & Groom or a Walthers MU car could furnish passenger service, while freight could be handled either by a small diesel or steam engine or by a steeple cab electric engine. One of the yard tracks to the left of Freezer could be fitted with catenary to store this equipment.

Now you can see the operational possibilities of this railroad without get-



TRACK REQUIRED

RR	Stage	Circles—roadbed								Regular		Custom-Line		Regular		Custom-Line		#6 scissors crossover	straight roadbed	Total flex. tr. and roadbed		Bumpers	Turntable
		36" R	34" R	32" R	30" R	28" R	26" R	24" R	22" R	#6—R	#6—L	#6—R	#6—L	#4—R	#4—L	#4—R	#4—L						
O.&N.	I.	½	....	....	....	....	....	¾	½	2	3	..	..	..	1	..	..	..	15′	13	yds.	1	..
	II.	....	½	½	½	½	⅛	1.5	1.3	3	3	1	..	..	1	..	1	..	36′	29	yds.	2	..
	III.	....	....	¼	¼	....	¼	½	....	..	..	..	..	..	..	2	7	..	44′	20	yds.	7	1
TOTALS:		½	½	¾	¾	½	⅜	2.8	1.8	5	6	1	..	..	..	2	8	..	86′	20	yds.	10	1
DEVON CENTRAL																							
	I.	....	....	....	....	....	....	1	1	..	..	..	..	2	4	1	..	2	15′	14	yds.	..	..
	II.	....	....	....	....	....	....	¾	¾	..	..	..	..	8	5	..	..	..	20′	12	yds.	6	1
	III.	½	....	....	....	....	....	¾	....	..	..	..	..	5	3	..	..	..	24′	12	yds.	7	..
TOTALS:		½	....	....	....	....	....	2.5	1.8	..	..	..	..	15	12	1	..	2	60′	38	yds.	13	1

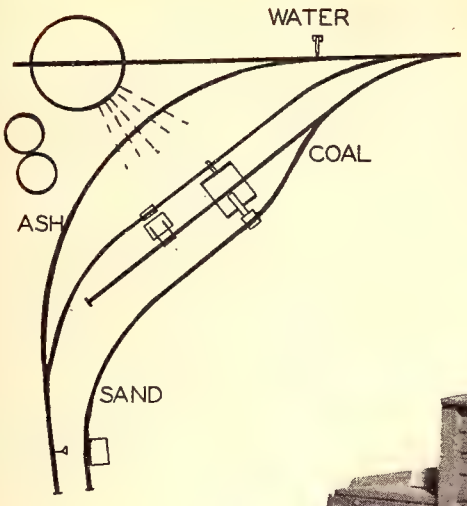


ting into great control complications? Through passenger trains are circling the main line tracks, branch line trains are waiting on each of the platform tracks at Freezer. The through trains stop at the station, passengers transfer, and then all four trains are off in a big billow of coal smoke or diesel fumes. What would add the only bit of complication would be that the upper branch train would have to proceed a short distance the wrong way on the outer main line track before cutting off on the branch. Having overhead catenary for this branch operation would make this quite simple.

If you'd want to mix things up a little, you could interchange a through Pullman between main and branch trains, perhaps, to make it tough, from the outer main line train to the lower branch train, requiring switching across the inner main line. You could have a continuous branch to branch local which would come down from the upper branch, circle the main line, cross over to the inner track, then switch off and run down the lower branch. This operation should not interfere with main line operation.

Again with an idea to cab control, automatic control, or multi-train operation, I have divided each of the main line tracks into four blocks each so you could run two trains on each. Thus a slow local following an express out of the station as explained in the preceding paragraph would not be so tough after all. The remarks made anent combining blocks in the Orange & Northern layout apply here, too. However I have marked locations for three sets of controls which might imply three cabs, and there is space for a fourth in the lower right side of the central open space.

After you study this design for a while you'll realize that not a single track crosses another track on a bridge or tunnel. In fact I had to insert a road to get any bridges at all. Actually the grades are not even needed. All tracks **could** be laid on the same level, perhaps on a plain platform. Of course a lot of interest in the appearance of the line would be lost, but perhaps this would be saved in construction and maintenance worries. One advantage of having the line on three levels is that the yards could be expanded to take care of the mounting number of cars that the average layout builder acquires over the years. The yard to the left of Freezer could be expanded by adding two or three more body tracks **under** the higher run-around tracks. Similarly the yard tracks at Devon could be continued on under the lower right corner of the main line, doubling their storage capacity. What interests me is the possibility that in a non-walled-in location for this pike, the high level terminal could be removed from the table entirely and put at the end of an extended branch line, in another part of the cellar. Perhaps the low level terminal could be similarly placed outside the present confines by tunnelling under the engine terminal area (curving to avoid the turntable) and putting it at the end of an extended branch elsewhere in the cellar.

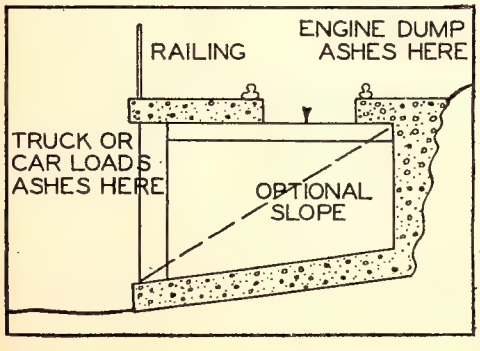


by John Kemp

Stop shaking the grates of your steam locomotives over your tracks. Do it as the real roads do with this easy to build ash handler.

steam locomotives need AN ASH DUMP

ALMOST any model railroad that has a right to call itself one, as well as many which have not reached the operating stage, boasts one or more water tanks—and frequently a coaling station and sand tower—all this assuming that the model railroad uses coal burning steam locomotives. But few iron pikes that I know of have ash handling facilities for steam locomotives. The reason that I have not seen ash pits may be that they are inobtrusive; but this may also be the reason why they are not modeled. A water tank, a coal pocket, or a sand house each makes a model structure of some railroady magnificence, whereas the ash pit is usually just a hole in the ground.



That is the simplest kind of ash pit (next to none at all — just dump the clinkers onto the ties), just a rectangular opening uncrossed by ties, running between the rails for any convenient distance. The rails are usually bolted to beams along the edge of the pit. For some dressing up, the inside of the pit may be lined with **concrete** or with any convenient and appropriate kind of building paper. Some sandpaper soiled with dirt or paint can be left in the pit for ashes. Another variety of ash pit is kept full of water, which may be simulated with glass or cellophane.

One of the most spectacular — from a modeler's standpoint — ash handling devices is the one the Pennsy had at Frankford Junction in Philadelphia. Its one big advantage, aside from the complex looking but really simple superstructure, is its unity. It can be picked up and moved around with just as much ease as can the usual tank, coal pocket, or sand house. Just try picking up a hole between the rails. This device handles ashes only from switching engines which work the Frankford Junction yards and nearby industrial siding.

The base of the ash handler should be made up first; from wood, brass shapes, or card stock. Card stock used to be popular with the boys until wooden shapes became so plentiful in sizes to fit any gage. Wood makes a very substantial job and does it very easily. When painted, it can hardly be told from a metal model. The very nature of this model also makes it an easy and interesting project to make from brass and there are suitable shapes available from many hobby shops or from several advertisers in this magazine. Since solder sets in a flash, quicker even than model cements, it has much to commend it.

So, if you have your own pet constructional materials, fine and dandy. But I'm betting that we have a host of new readers who perhaps live way out in the hinterlands and have difficulty getting special wood or metal shapes. And many others have budgets to watch, either because they have families to support, or because they're still in school. And some folks just naturally prefer to work with bristol board, which is the medium I'm going to describe here. Bristol board can be used in any gage, but of course you'll have

to use a heavier weight stock in O gage than I did in my HO miniature.

The H beams that form the rectangular frame of the whole structure are cemented from three strips of cardboard to the required shape. But don't make four separate beams. Make a rectangle first, which will be the webs of all four edge beams of the rectangle. Then make the two bases of this rectangular web; these will take the form of a hollow rectangle, the dimensions of which can be obtained from the drawing. Once the H beams are assembled, you have a rigid frame which can be cemented to the base.

Most of the rest of the handler is assembled from angle strips bent up from light bristol board or manila filing folders. This is creased to form the angle by drawing a razor blade along a ruler set the required distance from the edge of the material. A little practice will tell you more than a thousand words of mine just how hard you can and have to bear down on the razor to cut enough to make a decent angle but not sever the parts. Once the angle is made the entire strip, the length is severed from the parent piece of bristol board by a heavy stroke of the modeler's knife. Use a new blade.

I suggest that you put on the long slanting front pieces first, **front** referring to the side at which the engines drop their ashes. Next, put on the big plates that extend out over the loading track, and the rest of the superstructure follows in either logical or unimportant sequence.

The tracks for the ash skip may either be folded up channel strips of the same light weight bristol or just plain strips for the sake of simplicity. Insert the tracks through the bottom of the tower. The wheel at the top can be a brake wheel, and the lights at the top can be formed of wire with tiny bits of paper — perhaps the droolings from a punch—on the end. For the ladder, use standard ladder strip of the punched brass variety. Plastic ladders won't be long enough unless you can cement several together.

A word as to the working of this ash handler might be appropriate. The skip, or little dump car, that raises the ashes is parked under the locomotive track. Filled with ashes it is raised out over the ash car track, and its contents dumped into a waiting gondola or hopper car. A beat up old cinder car would be appropriate and there are several suitable cars available in HO from your dealer: especially the Silver Streak and Model Die Casting cars. The photo on the opposite page shows a similar type car used to haul rails. This was a Southern Tool Company kit and is no longer in manufacture. The Ed-Lee ore car with the sides cut down slightly would also be a good ash and cinder hauling car. And in a pinch, use a more modern steel hopper or gondola.

I wouldn't make the skip itself at all. Pretend that it is down below the level of the track, in the "pit." However, the end outline of the skip is shown for those readers who might like to model this part.

The general layout of the Frankford Junction engine terminal facilities is shown in one of my drawings. Before the erection of the ash and coal facilities, this work was taken care of by a clam-shell locomotive crane which lived on the siding that is now indicated for ash cars. It took coal from coal cars to load in tenders, and ashes from ash pits to dump in ash cars; both ash and coal cars being parked on the present coal and sand track.

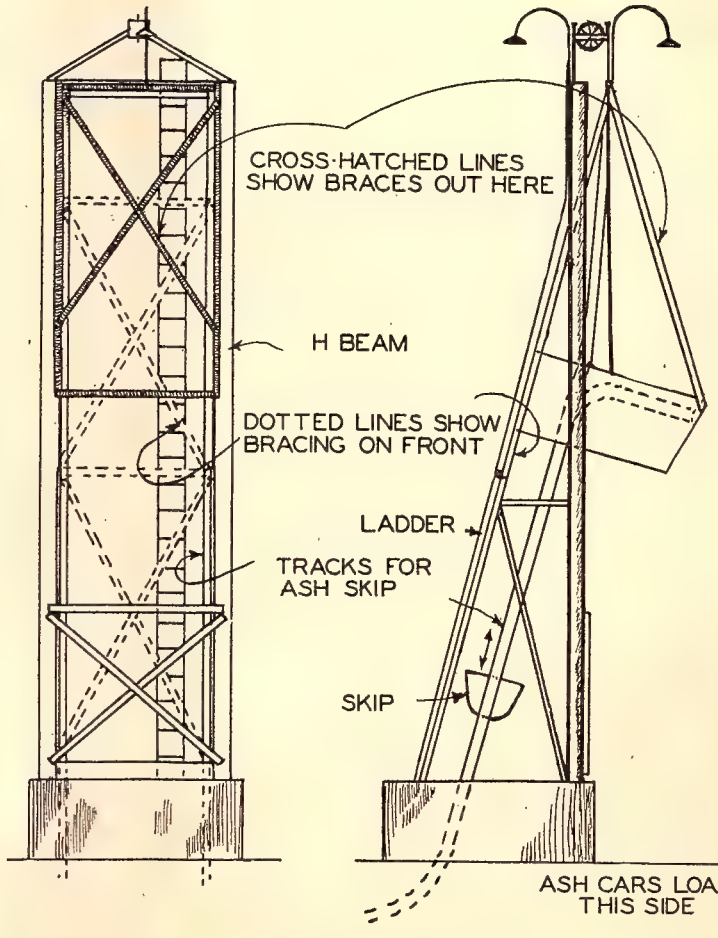
The turntable shown in the drawing, has long disappeared; the pit having been filled in with one track running across about as is shown. Traces of the concrete roundhouse floor are visible, as shown by the broken lines.

The water plug indicated is the only one, others being scattered throughout the yard. Engines are stored in a row on the various available tracks. If this practice is carried out in model form, some form of sectionalized track must be provided so that only one locomotive will clank its way down the track at one time.

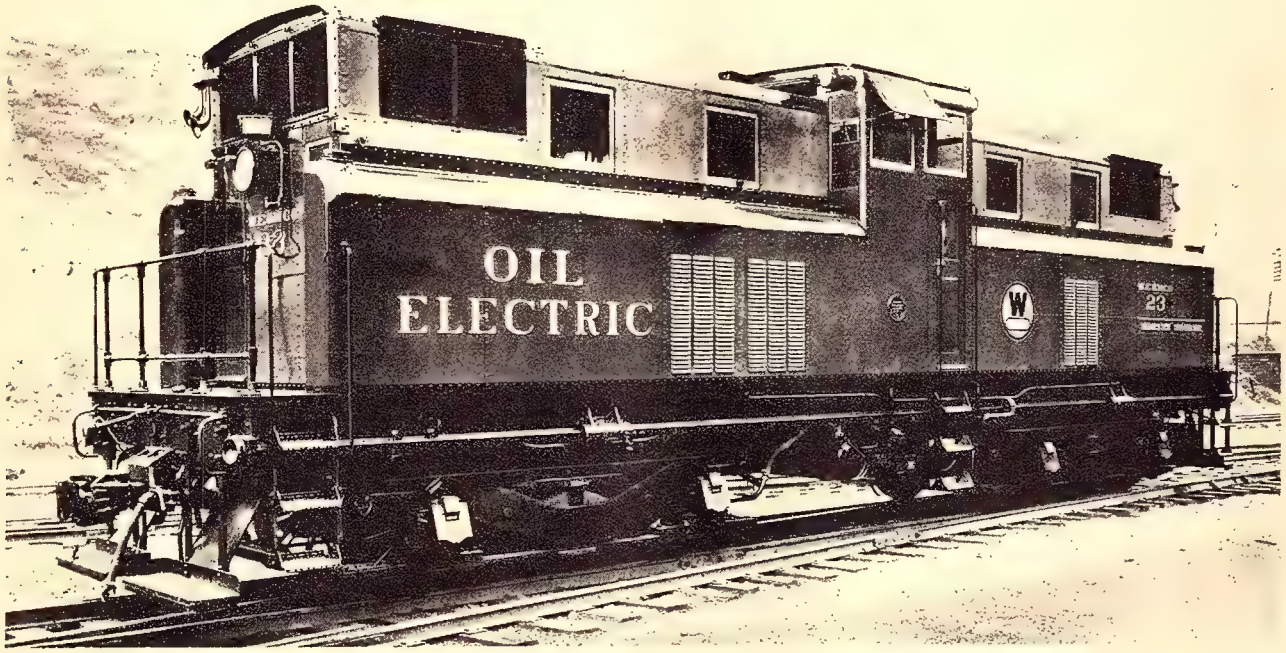
As you may have noted, the engine terminal fits nicely, minus the turntable track, inside the quadrant formed by the average model railroad layout. It's a practical setup for most steam-using model pikes. Of course the advent of growlers would predicate the need for some additional facilities. And if you're all diesel, you wouldn't even need this ash handler, except maybe as an indication that your road once did use steam power. Unfortunately, railroads switching to diesels quickly tear down such surplus structures since they yield cash-bearing scrap and offer the opportunity to reduce taxes.

A somewhat less spectacular way of handling ashes is shown in the final drawing and is suggested by an ash handling device used at one time on the Ligonier Valley Railroad. Their enginehouse was rectangular with several parallel tracks entering the front. The edge track has this ash pit located under it. Locomotives ran over to this spot, dumped their ashes and went their way, while local truckers would cart away the residue. An optional idea would be to have the clinkers roll down the slope indicated by the broken line, into a waiting ash car. Space and other factors will no doubt govern your final setup. But your coal burning steamers do require an ash pit and ash removal setup of some kind and this one is simple enough and interesting enough to make a good model.

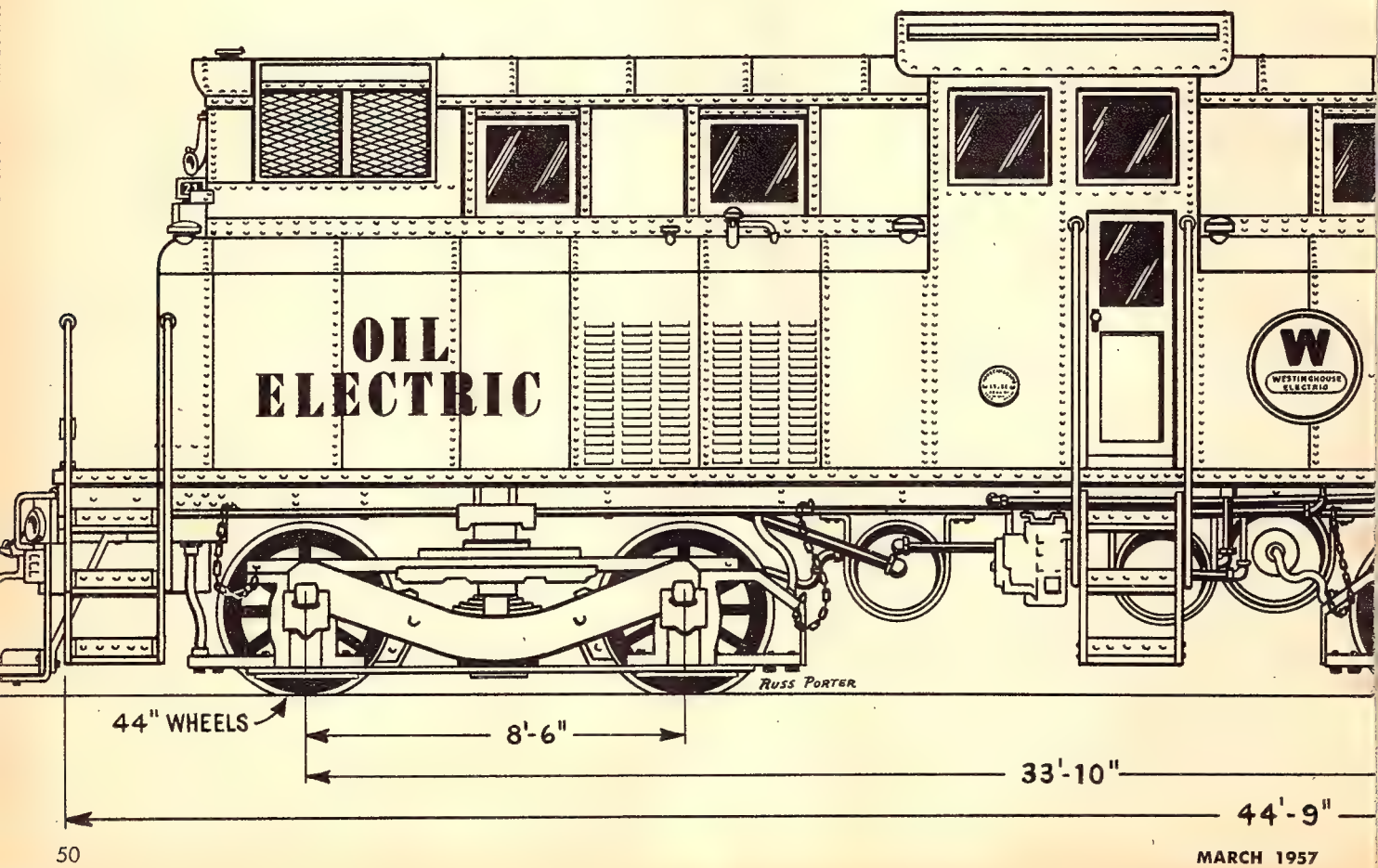
DRAWING FULL SIZE HO SCALE



Westinghouse Oil Elec



This locomotive was a milestone in the development of the modern diesel locomotive



tric Locomotive –1930

Drawn for RAILROAD MODEL CRAFTSMAN by Russ Porter

Specifications:

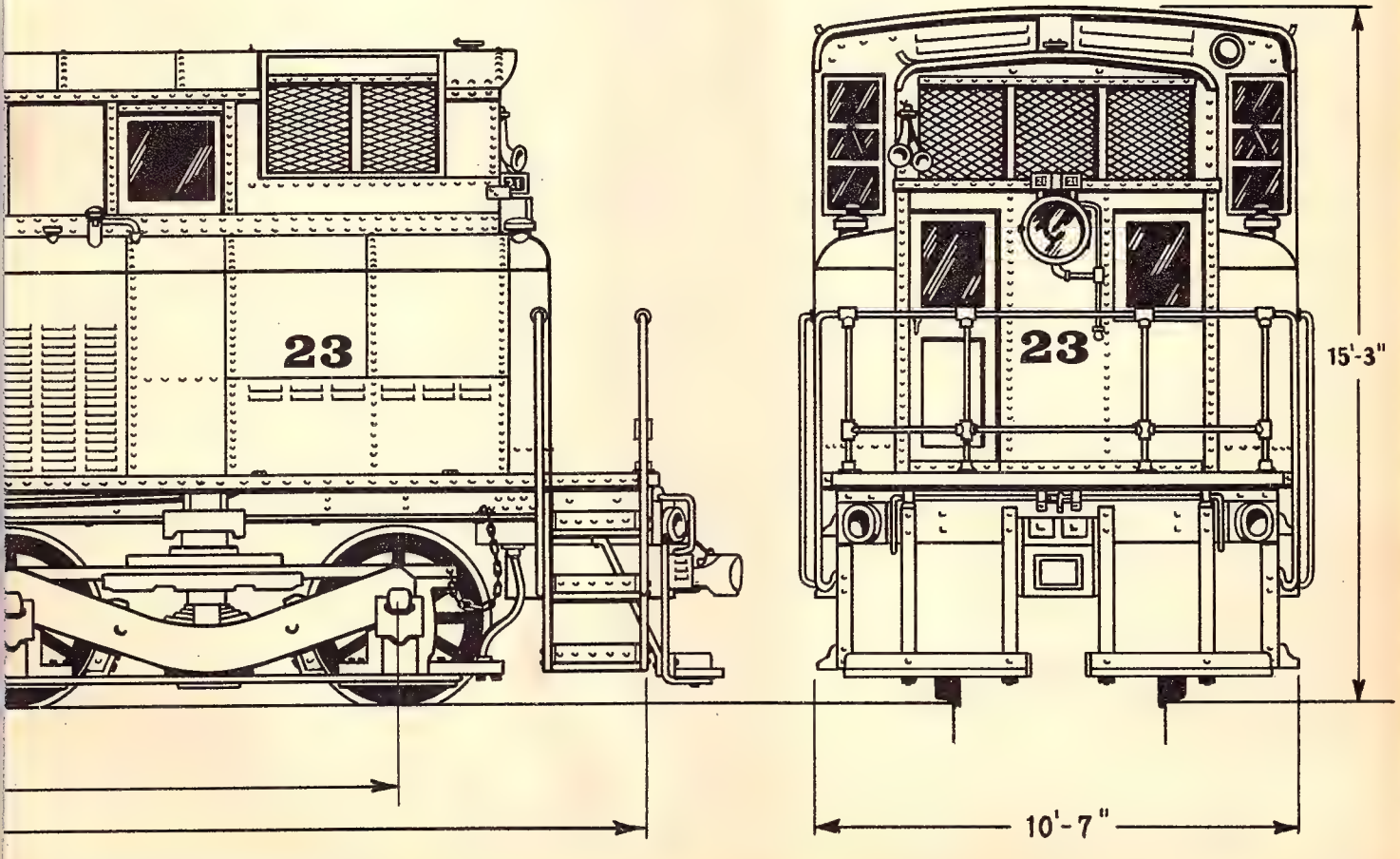
Total wt. of unit	220,000 lb.
Wheel classification	B-B
Weight per driving axle	55,000 lb.
Number of driving axles	4
Starting tractive effort (30% adhesion)	66,000 lb.
Max. starting tractive effort	76,000 lb.
Tractive effort—continuous	23,000 lb.
Max. safe speed	45 mph.
Total wheel base	33'-10"
Rigid wheel base	8'-6"
Length overall (coupler knuckles)	47'-8"
Length of cab	38'-6"
Width of body	10'-7"
Overall height	15'-3"
Diameter of drivers	44"
Engines per cab	2—Westinghouse
Type & fuel	Solid injection—oil
Cylinders 6	Cycle 4 stroke
Rating	400 hp. at 900 rpm.
Gear ratio 16:67	Number of this type 1
Year placed in service	1930

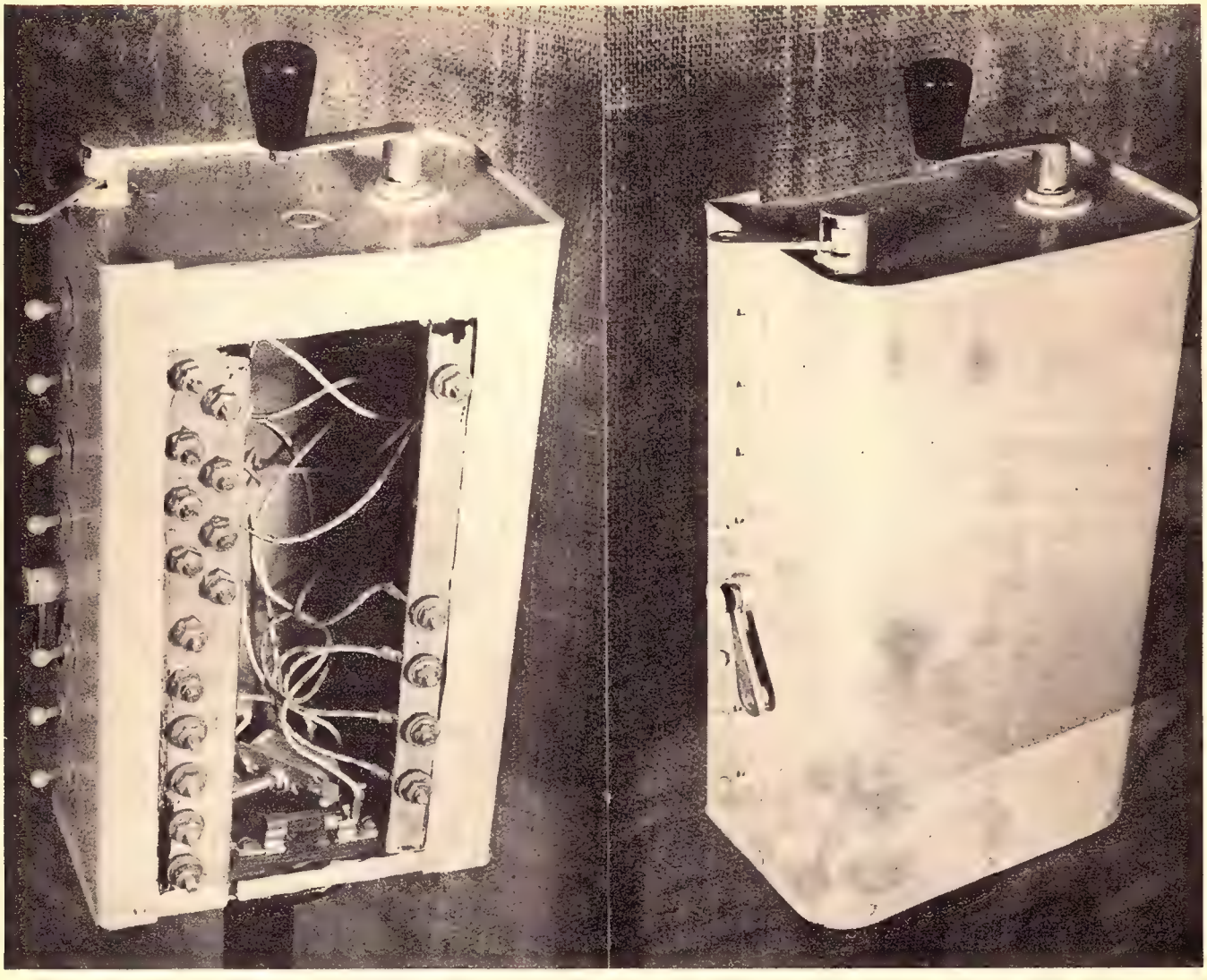
THE Westinghouse 800 hp. double power plant locomotive No. 23 consisted of a single cab mounted on swivel trucks, having an elevated engineers' compartment in the center. Hoods at each end contained the engine-generator units and accessories and had recessed side walls to provide visibility for the operator.

Duplicate fuel tanks were mounted horizontally within each hood at a height sufficient to afford gravity feed to the engine.

Cooling radiators for each power plant were mounted vertically on the sides and the front at the upper end of each hood with a vertical blower arranged to draw air through the sections. Each water tank was mounted on the end sheet directly below the radiators so all water would drain inside the cab on engine shut-down. Sand boxes were located at the four corners of each hood, giving direct flow to the wheels. The mufflers were recessed in the hood roof directly over each engine. Compressors and air tanks were mounted between trucks on the underframe.

This locomotive would make an interesting as well as an unusual model in any gauge. Sheet brass or stripwood covered with .005" thick lead sheet would be ideal for constructing the body and showing off the many rivets to advantage. Lead sheet glued over the stripwood has it all over brass due to the ease with which rivets can be punched using a dull straight pin. Obtain the lead sheet from your X-ray doctor, who gets it as protective backing in Cassette Screen boxes.





for prototype operation

by LONG VALLEY ELECTRIC RY.

A Trolley Controller

THE homemade drum style controller described in this article was set up to provide a compact control unit for a remote location that could be cut into the main control system of a club trolley line whenever trouble developed at the distant point. The very characteristics that recommended the unit for this purpose plus its similarity in appearance to the full size multiple unit controllers suggests that this design would add a touch of realism to small layouts or divisions of larger club lines if used as principal control stations.

There is really little need for the elaborate control boards often found on the average layouts, they sometimes resemble junior size power plant panels with the many knobs and dials; actually the necessary functions can be built into a small trolley style controller that is easy to operate and economical of space. Occasionally a trolley fan will install a real controller salvaged from an abandoned line. The smaller multiple unit controllers, mounted on pipe stanchions, are excellent for the purpose and can be reworked satisfactorily, but the large type K platform units widely used on street cars are gigantic when seen in a cellar or club room and it is a strong arm job to use one for an evenings operation.

A homemade controller, such as the one pictured, is a good weekend project that makes use of familiar model railroad supplies such as rheostats, toggle switches and ordinary things like tin cans, water pipe, Allen screws, etc. The rheostat for speed control is a standard Ohmite unit operated by a crank handle for easy operation. A reversing switch, built around a single pole double throw toggle having a center off position is controlled by a special key that locks the reverser in off position when removed. Additional off-on toggle switches are provided for track blocks and electric turnout machines. Some form of circuit breaker is necessary for protection, in this case an inexpensive bimetallic fuse clip style unit is used. The remote-local functions installed on the controller pictured are provided by a rotary gang switch operated by the reverser key and locked when the key is removed. Thus the entire controller is cut out of service by one key so that unauthorized persons can not "mess with the motorman."

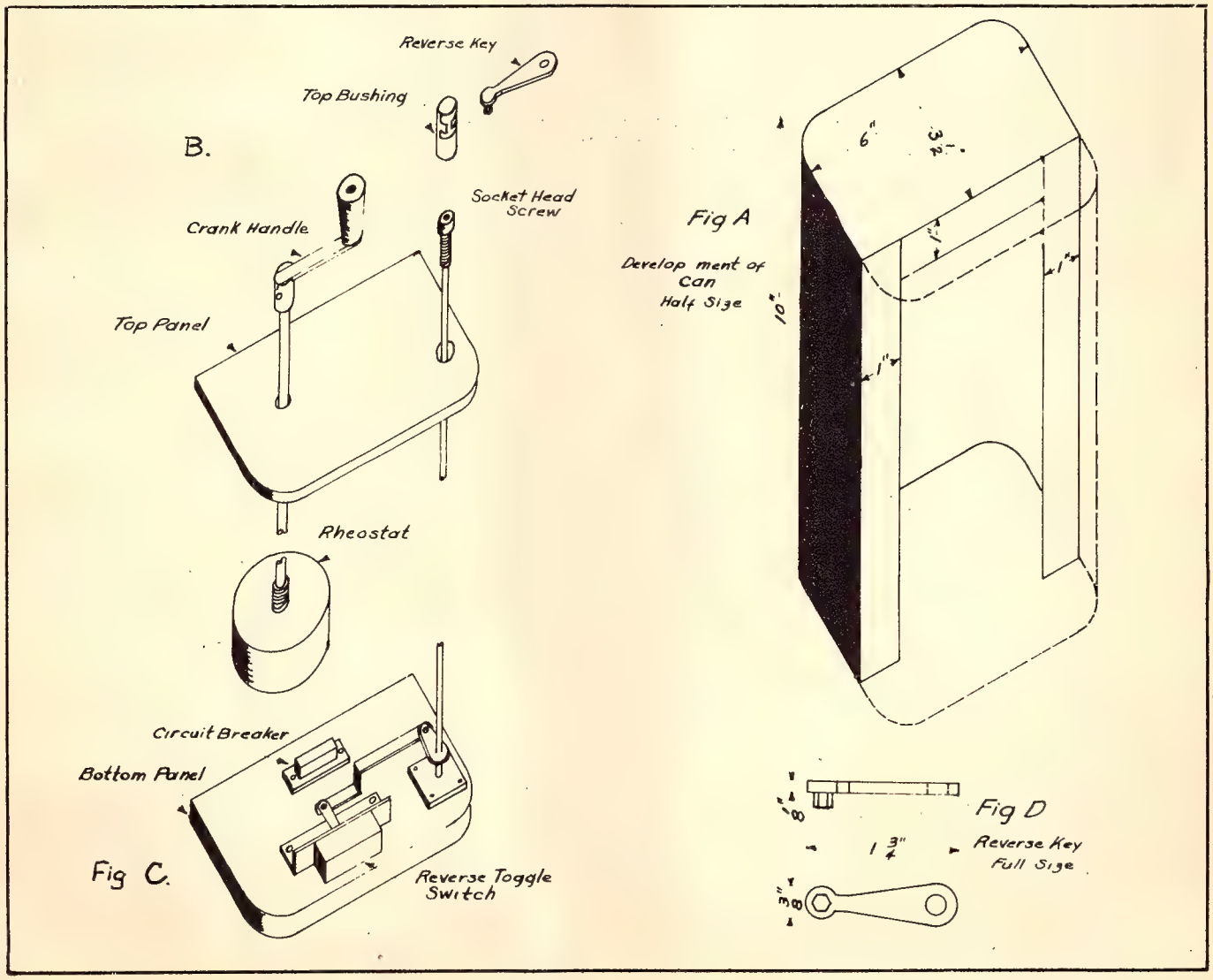
The basis for construction of this type controller is the tin can used as the body. It should be of rectangular shape with rounded corners to look right. The one illustrated started life as a Corn Products Co. Mazola tin, 10

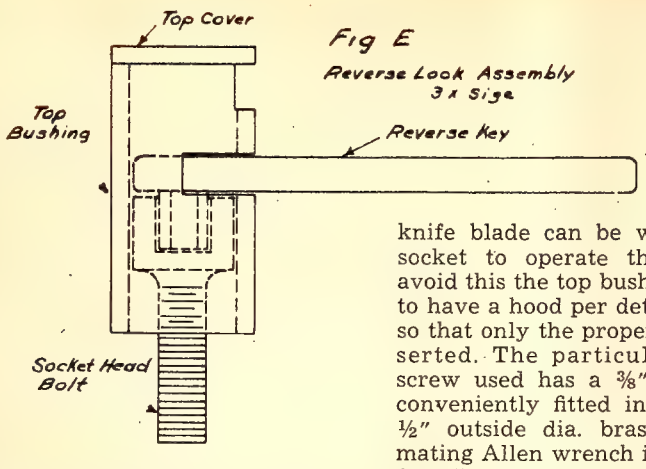
inches high, 6 inches wide and 5 inches deep. There is room for twelve or more toggles on the sides of this tin, a taller can will accommodate more toggles if needed.

Since one end of the can selected will have been opened to remove the contents, cut this end out entirely to be replaced by the wooden bottom board. Most of the real life control boxes have rounded front corners but square back corners so it will be necessary to cut the top and side panels to form a square back. Figure A shows that a 1" flap on the top panel is bent downwards to act as a stiffener, then the side panels are reshaped to provide the square corners required. A section of the back panel, including the unsightly seam, is cut away leaving 1" wide flaps on each side in back. The three flaps should then be soldered together for mutual support. A bottom board cut from ½" thick wood is fitted to the bottom of the can. Drill the lower edge of the can for wood screws to hold the bottom board in place.

Not all controllers had the same arrangement of crank handle and reverser on the top panel. It was common to place the handle to the left and the reverser to the right for easy operation, but some General Electric master controllers reversed the positions causing a cross handed operation when shifting the reverser, so choose the style that you are most familiar with. Locate the rheostat in the proper spot and drill a ¾" hole to receive it. Normally a large washer above and below the top panel will stiffen the assembly when clamped in place by the rheostat lock nut, but further stiffening can be arranged by fitting a ¼" thick panel of bakelite or hardboard against the under side of the top panel bolted at the corners to hold it in place. The crank handle can be made in several forms, the one pictured resembles a simple Westinghouse style and consists of a bushing that will fit over the rheostat shaft, a short bar soldered on top of the bushing and a small knob. The bushing has a set screw to lock it in place on the shaft. A groove is cut in the bushing top to receive the bar that was cut from ⅛" stock. The combination of groove and solder will hold the bar in place firmly. A simple dime store knob of the type sold for pot lid replacement will do nicely. A General Electric style handle was box like in appearance and featured a button on top of the knob that was part of a deadman's circuit. This safety circuit is difficult to install on a model controller and certainly is not needed. There is no record to date of any model railroader dropping dead over his controller while the train goes on to a wreck. A third style of handle is that found on the old type K platform boxes mentioned previously. This handle is very large, even when scaled down, so would not look right on a multiple unit type of controller.

The reverser is essentially a single pole double throw switch having a rotary motion, there are a variety of commercial units available for this purpose. The first that comes to mind is the standard model railroad drum reverser such as commonly used on locomotives and power cars. With this switch, it is only necessary to fashion a bracket to mount it on the bottom board with the shaft pointed upwards for coupling to the shaft coming down from the top panel. The locomotive reverser is technically a double pole switch, but only one element need be used in this case. As an alternate, one of the numerous radio style rotary switches can be connected for single pole double throw action provided that a center off position is arranged. A

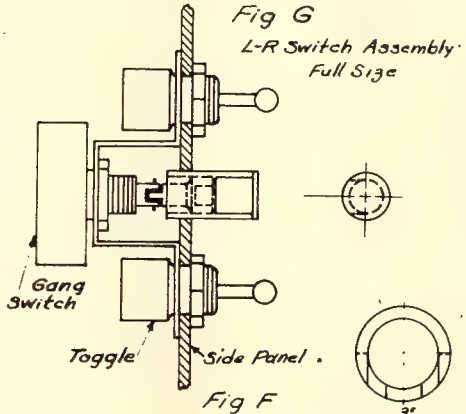


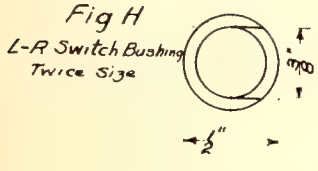


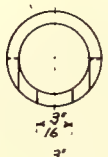
simple metal bracket will mount a rotary switch to the bottom board with the shaft extending upwards. In the cutaway view you will notice the reversing apparatus consists of a single pole double throw toggle switch fastened horizontally on the bottom board. A short bar connects the toggle handle to a lever arm fastened on the shaft that comes down from the top panel. A metal bearing block, cut from a piece of ⅛" thick material or a thinner piece with a bushing provided, holds the lower end of the shaft in place. If you lack a piece of rod for the required shaft, straighten out a length of old fashioned wire coat hanger, it will do quite well.

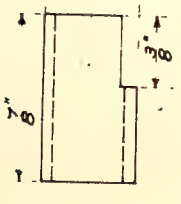
At the upper end of the reverser shaft, a bushing is soldered in the top panel for support. If there is no need for the locking feature previously mentioned, a lever shaped as in Figure D and cut from ⅛" thick metal, can be soldered to the shaft above the bushing to complete the reverser. The reverse lock assembly illustrated in Figure E has value when the controller is used at some remote location, particularly when in reach of visitors, so its construction is of interest. An Allen socket head bolt is drilled endwise to receive the upper end of the reverser shaft which can be soldered fast. The reverse key, detailed in Figure D, has a short length of Allen wrench pressed and soldered in place so that the key becomes a wrench to turn the reverser. In this open condition any Allen wrench, screw driver or pocket knife blade can be wedged into the socket to operate the reverser. To avoid this the top bushing is reworked to have a hood per details in Figure F so that only the proper key can be inserted. The particular Allen head screw used has a ⅜" dia. head that conveniently fitted inside a standard ½" outside dia. brass bushing. The mating Allen wrench is 5/32" across the flats. You will note that the completed bushing assembly has two slots connected by a gate. The key is first inserted in the upper slot then dropped down through the gate into the lower operating slot, engaging the socket in the screw head at the same time. This means that the top of the screw head must be level with the bottom of the lower slot when the parts are assembled in the controller. You will find a jewellers saw of the type carried in hobby shops very handy when cutting the slots in the bushing. While the top slot is cut open to the full inside diameter to receive the key, the lower slot need only be cut around far enough for the key swing required by your particular reverser mechanism. Half way around is a good guess to start with and a file will open up the slot more if needed. When the bushing proper has been shaped up, a top cover, noticeable in the assembly view Figure E, is cut from 1/16" thick metal and soldered in place on top of the bushing to complete the hood lock. The bushing can then be soldered in place on the top panel.

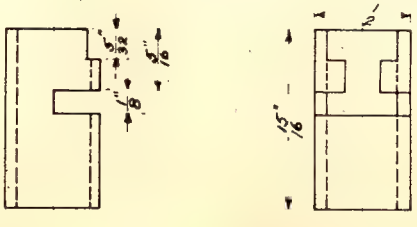
The local-remote switch shown in Figure G, is based on the use of a radio type rotary gang switch that can have a variety of contact arrangements. The unit installed is of the four pole double throw type that cuts in four hidden trolley blocks under a mountain where anything can happen and usually does. When cut in, the main controller is disconnected from the four blocks permitting the man on the spot to check and test out these blocks. Throwing the switch to the remote position removes the auxiliary controller from the circuit and restores control of the four blocks to the main station. A hat shaped bracket, held in place at either side by adjacent toggle switches, supports the rotary switch against the side panel in a row of toggles. The switch shaft has an Allen socket head screw fastened to the end. This screw head is carried in the bushing, Figure H, that protrudes through the side panel. In this case the part of the bushing that extends beyond the screw head is cut away per the details and has a metal disc soldered on to form a hood so that only the key can be inserted. Not quite as good protection as the reverser top bushing, but it will keep screwdrivers and knife blades out.











Both side panels are available for toggle switches to provide the track circuits desired. The ½" dia. holes needed for standard toggles are located on 1" centers and the handles move from front to back to make the best use of the interior room. Place a fiber strip behind each side panel when drilling the toggle holes, the strip will then be clamped in place by the toggles and thus stiffen the sides.

Terminal boards are convenient and orderly places to make circuit connections so a fiber strip can be bolted to each back flap as shown in the rear view photograph to serve this purpose. One terminal screw will be needed for each track block and turnout machine toggle. Wires from the various track circuits can be brought directly to the back side of the controller if convenient. If the controller is mounted on a stanchion as shown, the wires could come up from the floor through the pipe stanchion in prototype style entering the controller through a hole in the bottom board. This is a good method when the controller is mounted on an elevated platform. Also, a pipe tee can be put on the lower end of the stanchion so that the wires can be run out at floor level. The stanchion itself is a suitable length of old water pipe fitted with pipe flanges at both ends for attachment to the controller bottom board and the floor. A ¾" diameter pipe will support the controller without additional bracing.

The last item to be installed in the controller is the circuit breaker which in this case was mounted on a fiber block in turn fastened to the bottom board near the back edge where it can easily be reached for resetting. Push button style breakers can of course be located along toggle switch row if desired.

Who said you don't have room for a layout? Build this one in your office!

the sneaky Executive Layout

ANOTHER specially designed layout by the A. C. Gilbert people again takes into consideration the space saving ability of HO gauge. The problem was to create a layout which could fold up and out of the way when not in use but still remain in the bedroom, office, or other space normally devoted to other uses.

The completed table design is not unlike a bookshelf having a drop down front, on which is mounted the HO layout. The sides and shelves of this unit are constructed from half to one inch thick lumber, from six to twelve inches in width, depending on the space you have available. The back is a piece of regular plywood cut to fit. This structure can either stand upon its own legs or be fastened permanently to the wall.

To this unit is fastened, by means of three or more hinges (depending on the size of your layout), a drop front made of plywood to which is fastened a thin supporting frame. Two chains can be used to support the drop-layout, or it can be held up by two folding legs.

The size of this unit will be dictated by the space available but it is important that you keep in consideration the outer diameters of HO Snap Track. Minimum Snap Track radius is 12 inches. Better would be a layout using a minimum 15 inch radius since it would permit operation of a greater variety of equipment. Many HO locomotives cannot negotiate the sharp 12 inch curves.

Despite the fact that the layout folds up, a number of structures and trees can be built permanently onto the layout, if care is taken in their placement so that they clear the shelves in the back **even when there is material stored on them.** All of your equipment stores neatly away on these shelves when the layout is not in use. The powerpack can be built either into the back shelf or right onto the layout as shown in the photo.

And for a serious note to all you executives. Chase out that blonde secretary, bolt your door with instructions that you don't want to be disturbed, and then show that visiting VIP a real time.

RMC SWAPPERS COLUMN

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PASSES EXCHANGED

LISTINGS HERE are limited to those readers who will send their model railroad pass to anyone reciprocating the favor. Listings which include model equipment to swap will be placed in Swapper Column.

TIMBER CREEK AND MEDFORD RR: Mike Corcoran, Jr., 154 Leona Ave., Woodbury, N. J.

NORTHERN TOPIKA MODEL RR: Robert F. Slater, Royal York Rd., RR 1 Weston, Ontario, Canada.

MIDLANDS SHORT LINES SYSTEM: P. C. Barrows, 66 Norfolk Rd., Birmingham, England.

LEHIGH & HUDSON RIVER RAILWAY CO.: Joseph E. Myers, Jr., Box 267, Oxford, N. J.

INDIAN CREEK VALLEY RR: Rayburn Stoner, 30 Fourth Ave., Scottdale, Pa.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY: H. Keith Smith, 32 Hendrie Lane, Grosse Pointe 36, Michigan.

COMMERCIAL

DEALERS, COLLECTORS, and others who do not qualify for free SWAPPER COLUMN listing may place their ads in this special commercial classified section. Cash in on the tremendous readership interest that has made this column the biggest of its kind in any model railroad magazine. Deadline for April Commercial Ads: Feb. 4th. Rates for Commercial Ads: 20c per word, payable in advance. Count each initial as a word. Postal zone number if any is free. No Box Service.

PRECISION LATHE WORK. WRITE 1549 West Division Street, Chicago 22, Ill.

FOR SALE: Standard Gauge Drive Wheels. All Makes. Other parts. Largest selection in the country. Catalogue 10c. John T. Resch, 1225 N. 72nd St., Wauwatosa 13, Wisc.

MODEL SPRAY PAINTING: Stamped envelope for complete information. John H. Floyd, 1012 Chickasaw, Paris, Tennessee.

1½" SCALE LIVE STEAMERS. Mostly Bassett-Lowke, weights 750-1250 lbs. Lengths 7-12 ft. Condition good to excellent. Sold to settle estate in England. Log books kept on each engine showing servicing, etc. Here's excellent opportunity to get first class live steamers at ridiculously low price: Royal Scot 4-6-0 $1250.00, Sir Gilbelt Claughton 4-6-0 $750.00, Flying Scotsman 4-6-2 $950.00, George V 4-4-0 $750.00, Atlantic 4-4-2 $1100.00, Switcher 0-6-0 $750.00. Engines this quality normally go from $3600 to $7500-$9000. E. P. Alexander, c/o Alexander Train Museum, Upper River Road, Yardley, Penna. Phone HYatt 3-2331.

BUY, TRADE, SELL

WANTED: Lionel No. 7 loco and Ives 1764; also Lionel State cars. R. W. Thompson, 2901 E. Fourth St., Long Beach, Calif.

FOR SALE: New and slightly used Lionel, 12 pcs. rolling stock, 2 engs., track, and Plasticville bldgs. Sell all or separately. Will Gorenfeld, 1181 S. Windsor Blvd., Los Angeles 19, Calif.

FOR SALE: Bowser Challenger with tender, Athearn belt drive "A" unit. Silver Streak work train free. All in perf. cond., $45 takes all. Dan Kroger, 860 Camellia, Vacaville, Calif.

SALE OR TRADE: TT Loco, track and misc. for old-time HO. All inquiries ans'd. R. L. Decker, 2025 10th St., Boulder, Colo.

FOR SALE: Lionel and scratch-built rolling stock: Plasticville and scratch-built structures; 027 track, switches; 75 and 50 watt trans; also scale-time clock. Stamp for complete list. Andrew Steever, 70 Benjamin St., Old Greenwich, Conn.

SALE: Baldwin Model loco, GG-1 O ga. 19½" long, full scale super-detailed, outside third rail, like new, $135. F. Heimann, 580 Forest Rd., West Haven 16, Conn.

WANTED: Old AF S ga. cars, engines, and track in good condition at fair price. State cond. and lowest price. Arnold W. Ehrenberg, 305 Forsyth Bldg., Atlanta, Ga.

TRADE: 30 pr. new MDC NMRA couplers with springs, 19 pr. Mantua frt. and pass. couplers. Want MDC Reefer kits. A. Gantz, 4339 N. Monitor Ave., Chicago 34, Ill.

FOR SALE: 2 Mantua Sharknose die-cast A units, 1 powered, one dummy. Excel. cond. Best offer. Ed Krusey, 812 S. Float, Freeport, Ill.

WANTED: *HO Monthly* Vol. 1 Nos. 1, 2, 6, 7. Must be good to excel. cond. Have bound *MRR* for 49, 50, 51, 52 at $4 ea. plus postage also loose issues of *HO monthly, MRR* and RAILROAD MODEL CRAFTSMAN. Send stamp for list. Joseph M. Bak, Jr., Box 24, Collegeville, Ind.

SELL OR TRADE: 2025 Worldwide stamps. Trade for S or HO ga. equip, preferably S ga. Jack Hall, 3007 Prairie Lane, Lafayette, Ind.

FOR SALE OR TRADE: Full length Blue Line pass. car kits, 8 NYC, 12 Pesnsy. $1.50 to $3 ea. RDC-1 unpowered, rail, other items. Want full length smooth side Rail Chief pass. car kits or diesel power trucks. Lloyd Ulerick, 12 Mile, Indiana.

FOR SALE: Lionel diesel switcher, box, flat, reefer, tank, opr. cattle car and pen, wreck crane, caboose, 22 sec. trk, pr. switches, uncoupler, 125 watt trans. $80. David Mulkins, Box 315, Fairfield, Iowa.

SELL OR TRADE: parlor, 2 chair, baggage, baggage chair, diner, cars, OO ga. Streamline Rock Island, custom built by Jerry White. Interior detailed, passengers, lights. The lot $250. Want O ga. passenger diesels. Robert Galpin, North Court Rd., Ottumwa, Iowa.

SWAP OR SELL: Lionel switcher, car and remote control uncoupler for HO train. Charles Taylor, 423 Cardwell St., Harrodsburg, Ky.

SELL OR TRADE: RAILROAD MODEL CRAFTSMAN 12-53; 4, 5, 6, 7, 8, 9, 12-54; 1, 4, 5, 6-55. *Trains* 1, 7-47; 11-49-8, 11-53. MR 10, 11-46; 7-56. HO 8-51. E. Gautier, 718 Upperline, New Orleans, La.

WANTED: Kasiner O ga. cars for cash or trade on std. ga. items. C. G. Wright, 201 Mealey, Hagerstown, Md.

WANTED: Lindsay Union Pacific diesel road loco, Hobbytown Budd car and any kind of trolleys. Buy, or trade for Lionel equip, big stamp collection, etc. M. Herwald, 7907 Longmeadow Rd., Pikesville 8, Md.

FOR SALE: Lionel No. 397 diesel type coal loader, excel. cond. $15. Torie Martinelli, 158 Grant Ave., Medford, Mass.

FOR SALE: Cyclopedias: Loco 1906, 1919, 1938; Car 1919, 1940, 1954; Way 1939, *Trains* complete file. RAILROAD MODEL CRAFTSMAN complete 1934-1956, *MR* 1938-1956; other mags. List for stamp. W. Beth, 25 Dean St., Worcester 9, Mass.

FOR SALE: Large assortment of Lionel & Marx trains and access—barrel & coal loaders, switches and track. Send for list. J. J. Wintemberg, Box 7, Worthington, Mass.

FOR SALE: AF, 2 trans., track, 2 complete pr switches and lots of track and road bed. Send for list. Glenn Howard, 502 W. Shiawassee, Fenton, Mich.

WANTED: Reasonably priced Lionel diesel switcher or GP-7, boiler for 225 and 226, misc. parts for 763 Hudson. State condition and price. Trade Santa Fe "A" body for any "B" body. Daniel Kerelko, Floodwood, Minn.

FOR SALE: HO ga. About $250 worth of equip, steam or diesel and many cars. Sell as a lot $125. Send stamped addressed envelope. A/3c Glenn Vaughn, AF 17480659, 3404th S/S, Box 1396 (CMR3), Keesler AFB, Miss.

FOR SALE: O ga. Athearn box car and Swift reefer, MDC auto couplers. A-N, PFE less trucks, A-N Swift reefer, partly built, less trucks, pr. Andrews trucks. A-N 600 HP diesel switcher kit. $20 the lot. Rolmes Crabtree, 7819 Michigan (r), St. Louis 11, Mo.

SWAP: Will print Railroad passes for used Lionel items, cars, locos, etc. Douglas Haustein, 94 Winans Ave., Cranford, N. J.

FOR SALE: HO AF baggage, 4 pass. cars, perf. cond., green 2 bag. cars need couplers $20; Fleischmann Pacific $15; Mantua Pacific $23. $50 takes all. Walter Schaedler, 124 Central Ave., Newark 2, N. J.

FOR SALE: Lobaugh O ga. 2 rail Berkshire, sprayed, dull nickel side motion, perfect. Fine freights, custom crummy, meters, rheostat switch machine, rail, ties—$100. A. Henken, 317-78th St., North Bergen, N. J.

TRADE: HO AF DL600 Alco 12 whl dr, Varney Aerotrain—Slightly detailed—with 4 coaches, Revell Union Pacific Switcher. All excel. hardly used. For Electric locos, etc. Have other equip. Send for list. D. S. Rieman, 1817 H Blvd., North Bergen, N. J.

WANTED: Kit or assembled Bowser Challenger & Varney Berkshire Mt. loco & tender. State price. W. J. Gellrich, 150 Brookside Ave., Ridgewood, N. J.

FOR SALE: A.C.I. Rio Grande old-time Mogul, 2-6-0; $14.95 builtup and unpainted. Andy Melnick, 13 Glen Road, West Orange, N. J.

TRADE: Complete HO layout for equivalent in TT; 7 locos, 4 steam, 2 diesels, switcher—all powered (4 dummy diesels) RDC No. 3, trolley, track, houses, scenery, etc. Send for list. Eric Gustav Miller, 201 East Magnolia Ave., Wildwood, N. J.

SELL OR TRADE: Lionel train, cars, track and access. $35 or trade for HO kits. Send stamp for list or your list for mine. Wayne Buckner, 1412 Alvarado Dr., N. E., Albuquerque, N. M.

FOR SALE: Lionel SE 26, 2226W, 810, 812, 2815, 2816, 2817, good cond. no spraying necessary. Solid steel track 21 curved, 8 straight, 4 auto. switches, sufficient bolts. Sell separately or as unit. Best offer. H. Bernstein, 8735 Bay Parkway, Brooklyn 14, N. Y.

SWAP: Fleishmann diesel switcher for Brooklyn trolley negatives. Marklin 0-6-0 electric loco for PSM, PCC or best deal. Also have Varney freight cars. Send stamped addressed envelope for list. Ed Lipani, 554 78th St., Brooklyn 9, N. Y.

SELL OR TRADE: Lionel ZW trans; 342 Culvert Loader; loco and cars; O and 027 trk; switches; and semaphore. For HO trans.; locos; or cars. M. Minoff, 404 Dahill Rd., Brooklyn 18, N. Y.

SWAP OR SELL: Old trains "O", Std. scale "O"-40' Box car sides, Lionel O track, switches, access. Want "O" scale loco power. W. B. Phillips, 2305 E. 23rd St., Brooklyn 29, N. Y.

COLLECTORS: Have Lionel diesel about 20 years old 0-4-0 wheel arrangement 7½" long, 3 cars 6½" long. Cash or Lionel trains. Anthony Oster, 968 Simpson St., Bronx, N. Y. (Diesel or box electric? Ed.)

TRADE: Entire stamp collection (loose) for Marx train equip and cars without couplers (027). Send list. Richard Simon, 1826 Vyse Ave., Bronx 60, N. Y.

FOR SALE: Complete Lionel set O ga. with equip. including 7 frt. cars, 2-40 eng. trans., trk, caboose, remote control trk. Richard Meserole, 93-45 210 Place, Bellaire 28, N. Y.

FOR SALE: Large collection Lionel locos, cars, track and switches. Accessories. Some never used. Sell part or parcel. No reasonable offer refused. Kerry Freeman, 542-B 133rd St., Belle Harbor, N. Y.

SELL OR SWAP: S ga. AF Challenger 4-8-4 caboose, 6 frt. cars, 33 pcs. track, trans. Used 4 times. Swap for HO AF outfit or sell $60. Fred McFeeters, 4 Cleveland St., Addison, N. Y.

FOR SALE: "O" scale GM F-7 road diesel "A" units. Brass castings. Also SF 2-8-2 casting kit and other parts. Send for list. Richard J. Ryan, 127 Parkwood Ave., Kenmore 17, N. Y.

WANTED: Beeman or Railcraft metal hopper kits. O ga. Write stating condition and price. Eric Brunger, 265 Hartwell Rd., Buffalo 16, N. Y.

TRADE: Approx. 850 foreign stamps mounted in album. Want HO frt. cars or diesel engine. David Bender, Bowen Rd., East Aurora, N. Y.

FOR SALE: 8 frt. cars—HO—scratch built from prototype plans. Trucks and Mantua couplers. $7.50 takes lot. J. Black, 408 Highland Rd., Ithaca, N. Y.

FOR SALE: Lionel 2900 series cars, 072 wide radius track and switches and misc. All prewar in excel. cond. Send stamp for list. A. C. Stallman, 208 S. Tioga St., Ithaca, N. Y.

SELL OR TRADE: Polaroid Pathfinder camera, complete with meter and case. Cost over $350. Need late model AF. W. E. Parker, Seaplane Base, Port Henry, N. Y.

COLLECTOR'S ITEM: Lionel engine model No. 10, 7 cars, 2 hand operated switches, 17 pieces track, trans., circuit breaker, 2 crossing signals, street lights, etc. Make offer. Charles J. Butke, 9541 Flick Rd., Cincinnati 11, Ohio.

SWAP: Trade 200 foreign stamps for each ready-to-run HO frt. car in good cond. sent postpaid to me. C. J. Simpson, 1911 Ward St., Durham, N. C.

TRADE: AF HO Hudson loco. Choo choo and smoke, like new for TT loco, same type or similar. Paul F. Molloy, 1637 Raglan St., Cincinnati 30, Ohio.

FOR SALE OR TRADE: PSM RR trolley, not painted $15; Baker power for Hobbyline Alco RS $10; MRC Power Pack model 2 $10. Want tank type loco diesel switcher. C. G. Mockbee, 17 E. Bowman Ave., Dayton 9, Ohio.

WANTED: 3 rail O ga. pass. cars scale built, good cond. Bill Priest, 1716 Norton Place, Steubenville, Ohio.

FOR SALE: 10 40′ metal sheathed Model Die Casting box car kits—UP, NPR, IC, PENNSY, ACL, NYC, C & O, CNJ, Moron HL, Maine Central; 1 40′ Truss side box NP. $1.25 ea. or all 11 kits for $11 plus postage. Alvin Henderson, 3701 Henrietta, Bartlesville, Okla.

FOR SALE OR TRADE: HO ga. cars, some built some new kits; English 4-6-2; all metal Varney F-3 diesel. For TT. Robert J. Rezac, 501 N. Grand, Enid, Okla.

TRADE: AF equip. for HO engines. Ed Haywood, 309 Union St., California 3, Pa.

TRADE: IMP Brass Kustom Bilt 4-8-2 Mountain & Tender (never run). Want Penn Line K4 kit, Mantua Belle of 80's or other small loco. Harry F. Clark, RD 2, Box 256, Connellsville, Pa.

SELL OR TRADE: RCA "400" Sr. projector, misc. 16mm equip. for HO. State offer or send list for list. W. P. Eddings, 2629 Bedford St., Johnstown, Pa.

SELL OR TRADE: Complete Plasticville village. Want HO equip. Send stamp for list. R. Hiemenz, 510 E. Chestnut St., Lancaster, Pa.

FOR SALE: HO equip. — track, switches, cars, bldgs. and loco. Excel. cond. $75 takes all. Send stamp for list. All letters ans'd. John Suess, 118 Pine St., Lancaster, Pa.

TRADE OR SELL: AF set No. 5520T, 4 pass. cars, extra frt, 125 watt trans. extra track, manual switches. Want HO equip and Lionel OO gauge. Eugene Mihoces, 4900 Third St., Versailles, McKeesport, Pa.

WANTED: Lionel locos 5-51-6-42-54 or any other std. ga. equip. Pay cash or trade Lionel Ives, AF. catalogs or O ga. Blue Comet set. James Mccloskey, 2534 Aspen St., Philadelphia 30, Pa.

FOR SALE: AF trains—3 locos, 15 ass'td cars, cat. loader, mail pick-up, new tranis. (No. 19B), 2 other trans. track. Complete $100—send for complete inventory. Excel. cond. Jim Kleinberg, 5558 Wilkins Ave., Pittsburgh 17, Pa.

SELL OR SWAP: Lionel O ga. worth $150. Sell or trade HO. Send stamp for list if interested. Thomas Murray, Jr., 126 Homer Place, Pittsburgh 23, Pa.

TRADE: Gilbert Erector set size 8½ and a portable pool table 40x22". Good cond. Want HO trains. Steam engine preferred. John Walsh, Box 48, Wexford, Pa.

SALE OR SWAP: OO ga. items. Want S ga. or HO ga. items. No junk. Send list for list. Joseph Mooney, 206 Andover St., Wilkes-Barre, Pa.

WANTED: Power truck, pass. car and pass. car trucks for 752 W Lionel. Walter Smith, 76 Mahan St., Newport, R. I.

FOR SALE: 027 ga. quantity Lionel trk, 90° crossing, 2 Lionel train sets and equip. $75. Send stamped envelope for list. Jeff Sharkey, 3 Anscot Court, Warwick, R. I.

WANTED: Lionel O or 027 0-6-0 steam switcher in good cond. Pay cash. Larry Brownson, Skyline Motel, Hot Springs, S. D.

SELL OR TRADE: Montua 4 wh. trolley and Lindsay Stubby diesel (partly assembled); good cond. Want Mantua Shifter or other trolley equip. Asa Sparks, Box 5, Trevecca Nazarene College, Nashville, Tenn.

TRADE: Penn Line Atlantic for Mantua Mike. Engine needs paint otherwise good cond. Or will pay extra for Tenshodo Hudson. O. L. Dossett, Jr., Pineway Blvd., Houston 23, Texas.

TRADE: HO layout for like value Lionel. Want locos, cars, etc. in bad cond. John Cashore, 109 E. Young St., Longview, Texas.

FOR SALE: GG-1 cab superstructure, complete with pantagraphs, O ga., mfgr. Baldwin or Walthers. Also S. Ga. layout. Hubbard Richardson, 151 Park St., Springfield, Vt.

WANTED: *Trains* Album of Railroad Photographs number 17—locos of Pennsylvania RR. State price and condition. D. A. Marquis, 1105 C-2 Kimbro Loop, Ft. Belvoir, Va.

FOR SALE: Complete Lionel O ga. layout Santa Fe 2353 twin diesel and switcher. Nos. 2530, 2531, 2532, 2533 streamline cars, frt. cars, access. Sell all or part. Worth $300. John Swezey, 1232 Mulberry Rd., Martinsville, Va.

TRADE: Israel blocks, covers, etc. for new Lobaugh Vanderbilt O ga. switcher and better Lionel O rolling stock. Send list with stamped envelope. Israel rareties for perfect Lobaugh Climax, Max Gray Shay, Baldwins O ga. A.C. Charles Collier, Jr., 1002 Spotswood Ave., Norfolk 2, Va. (Keep 'em short, Ed.)

TRADE: OO ga. Scalecraft, Lionel & Nason all types cars for OO Scalecraft auto & flat cars or Nason Aluminum box cars and flat cars. O. A. Parris, 1019 13th St., Bremerton, Wash.

TRADE: AF No. 372 GP-7 in Union Pacific colors for Nord Mike or AF 4-8-4 No. 332-4-5-6—AC or DC. Must be in good running order. Bob Estes, 15919 18th SW., Seattle 66, Wash.

FOR SALE: Hobbytown E-7 8 wh. dr., center clutch, A powered, B Dummy $20; Alco Switcher, 8 wh. dr. $16; Penn T-1, 2 motors $20. Excel. Cond. Wm. Woods, 1101 W. Addition St., Martinsburg, W. Va.

SELL OR TRADE: Lionel O ga. UP Streamliner No. 752E power car, 753 pass. section and 754 obs. car. Canary yellow and brown, excel. $25. Trade for Lionel O ga. No. 2367 diesel. John Shasky, 2912 Ellis St., Eau Claire, Wisc.

WANTED: 100 sec. good, used Lionel O ga. straight and 32 sec. 072 curved tinplate. Quote unit & lot prepaid, insured prices. L. M. VanHorn, Milton, Wisc.

FOR SALE: No. 2332 GG-1 elec. loco $35. Want Lionel box cars No. 6464-1 WP and 6464-175 R. Island silver box cars only. Elvin P. Lique, 917 N. 3rd Ave., Wausau, Wisc.

FOR SALE: Loco and car kits, track power built up equip. RAILROAD MODEL CRAFTSMAN and *MR*. Stamped envelope for list. Want American loco 1871-81 Car Builders 1879. Ed. La Framboise, 495 Tecumseh W., Windsor, Ontario.

CANADIANS: Partially built HO layout, TT, HO mags, Meccano. Tratle for 5 to 10 HP outboard racing motor or what have you. Tom McKenna, Wyoming, Ontario.

TRADE: Hobbytown pass. diesel with dual drive, centriclutch, dummy A unit; Redball road switcher; Varney Pacific. Want Belle, General, Climax, Shay, Mountain, Northers or Oldtimer. Howard L. Cook, 315 Royal Hawaiian Ave., Honolulu, Hawaii.

SELL OR TRADE: English Rlwy. mags, *Railway World, Trains Illustrated, Railway Modeller, Model Railway News* for RAILROAD MODEL CRAFTSMAN, *HO Model Trains*, TOY TRAINS, Railroad books, bound vols. HO equip. P. Ellis, 3 Keiller St., Moorabbin S-20, Victoria, Australia.

SWAP: British model kits, Nickel Silver Rail, Railway books both model and prototype for American HO kits, etc. Brian E. Gilbert, 25 Chiltern Crescent, Earley Reading, Berkshire, England.

TRADE: Used HO frt., cars, locos & misc. equip. for Antique guns. Write what you have and what you need. J. B. Dodson, Rt. 2, Box 360, Camden, Arkansas.

FOR SALE: Tenshodo HO locos; new USRA 0-8-0 switcher $28, new GP-9 diesel switcher with C & NW colors and lettering. Both locos only test run. R. Rogers, 5442 Ebell St., Long Beach 8, Calif.

TRADE: O ga. 30 ass'td cars, all Walthers. One gas, electric loco with track and switches. Want HO, including articulated. Jess Anderson, Litchfield, Ill.

SELL OR TRADE: O ga. signal bridges, HO caboose kit, tie strip, stockyards, auto-couplers (Kadee, Devore), 225′ Tru-Scale roadbed and switch blks. for HO. Want No. 4 & 6 switches, switch mtrs., Road or Switch diesels. James Duesing, Spearville, Kansas.

FOR SALE OR TRADE: Bowser Articulated—not finished $35; Mantua Shifter—test run—also valve gear kit $12; Varney Diesel swit., fair cond. $5. For TT or will trade for similar TT equip. James W. Marvin, Greenbriar Add., Mayfield, Ky.

SWAP: Passes, stock & HO car sides. R. E. Warren, Jr., 32 City Square, Charlestown, Mass.

WANTED: Boiler head for Lionel std. ga. loco No. 392E; tender complete No. 392W, with or without whistle, color doesn't matter; Lionel water tower No. 38—must operate; Lionel loco & tender No. 2238-EW. Like new. George Lewis, 1110 Parry Ave., Palmyra, N. J.

FOR SALE: Gilbert HO ga. 4-6-4 Hudson, repainted, good cond. Highest bid takes it. William Lulay, 46 Prospect St., Nyack, N. Y.

SELL OR SWAP: O scale 40′ boxcar sides, new, 50c pr. Old O & std. tinplate items. Want O motive items, 0-27 pass. cars. Stamp for list. Walter B. Phillips, 2305 E. 23rd St., Brooklyn 29, N. Y.

SWAP: All brass locos & diesels, etc. for old style pirate & Civil War pistols. Walter Koziara, 2137 Cortelyou Rd., Brooklyn, N. Y.

WANTED: 1879 Car Builders Dictionary published by Kalmbach. State condition and price. Halsted Park, Jr., 215 Katonah Ave., Katonah, N. Y.

FOR SALE: Blue Line HO str. cars assembled 5-PRR, int. detail, lights CV trks, $22.50; I-GN Emp. obs. CU Trks. $3.75. Body kits, 7-GN Emp. bldr., $15. Graydon Fasig, 122 Marvin, Akron 2, Ohio.

FOR SALE: Issues RAILROAD MODEL CRAFTSMAN, *MRR, RR, Trains, HOMT*. Lists and prices for stamped envelope. Arnold B. Joseph, 2512 Tratman Ave., New York 61, N. Y.

WANTED: Pass. cars HO. Blue Line or Herkimer 85′ cars: 1 combination, 4 Pullman, 1 baggage, 3 dome, 1 diner, 1 obs. or obs-dome. Blue Line must have aluminum sides. Ambroid: 1 baggage, 1 combine, 5 coaches. Prefer built up. T. Alexander Gevert, 3191 Fishinger Rd., Columbus 21, O.

WANTED: MODEL CRAFTSMAN July-Aug. 1934, July 1936. Must be in good, unclipped condition. Will trade. other rare issues or buy. Wm. Willmore, c/o Penn Publications, Inc., Ramsey, N. J.

SPECIAL NOTICE: Every reasonable effort is made to maintain the Swappers Column at the highest possible level, free of fraudulent and undesirable advertising. You can help us keep this free service if you will let us know if you are the victim of any advertisers who may be sharpsters or frauds. We will not knowingly print ads from anyone using fictitious names or aliases, or from persons who use these columns for junk-mail schemes and so-called "Co-Publisher" ad sheets. Ads are welcome from all RMC readers wishing to buy or trade equipment, but please read and follow the regulations at the top of the page so that we can process your ad as promptly as possible. Ads appear about 8 weeks after they are sent in. Ed.

MODEL RAILROAD TIMETABLE

Hobby Expositions

LOS ANGELES, April 5-14: Shrine Exposition Hall, 9th Annual California Hobby Show. All hobbies and crafts with big model railroad section. Admission price not stated.

WOODMERE, L. I., N. Y.: South Nassau Model Railroad Society. Annual Show of the Summit & Centre RR (O gauge outside 3rd rail). No admission, but all contributions are turned over to the Red Cross. RMC endorses this show. 29 Neptune Ave. Hank Abraham, Publicity.

Club News

YOUNGSTOWN, OHIO: Those interested in forming new club this area contact: R. E. Folsom, 88 Wilson St., Struthers, Ohio. Phone PLaza 5-4940.

FLINT, MICHIGAN: Flint Model RR Club meets 2nd Sunday each month in the home of a member. Men over 21 interested phone Vincent L. Abrams, Secy., 1430 Cutler Ave., CEdar 2-9351.

SEATTLE, WASH.: Puget Sound Ry Historical Society has been organized to preserve and collect rr equip, trolleys, and historical rr isformation. Address: 4518-20th N. E., Seattle 5. (Please give name of secretary.)

Club Publicity Directors

Items for this column are welcome but we must receive notices in sufficient time. Deadline date for May issue is March 5th. Deadline for June issue is April 5th. Send to: Model RR Timetable, c/o RAILROAD MODEL CRAFTSMAN, Ramsey, N. J.

NMRA Conventions

MARION, OHIO: NORTH CENTRAL REGION—MID-CENTRAL REGION JOINT SPRING CONVENTION. Marion Model RR Club, host. May 4-5, 1957. Further information from David K. Williamson, 674 Herman St., Marion, Ohio.

NEW CATALOGS RECEIVED

ROUNDHOUSE PRODUCTS 1957—24 page booklet listing all Roundhouse HO freight cars, locomotives, trucks, paint, parts, and accessories. In color. Approx. 4x5½. Price 10c. Model Die Casting Co., 3811 W. Rosecrans Blvd., Hawthorne, Calif.

PACIFIC FAST MAIL 2ND EDITION—32 page 5x8½ slick paper catalog with 4 page price list insert dated Dec. 1, 1956. Lists all PFM, United, and Tenshodo locomotives. All HO except for several On3 custom built locos. Price 50c. Pacific Fast Mail, Box 57, Edmonds, Washington.

ARISTO ROSSI. Imported Riva Rossi HO. 32 pages, 8½x5, with price insert and refund coupon on first $2.50 order. Lists both American and Italian style trains, locos, cars, and accessories. These will run on NMRA track. Price 25c. Aristo Craft Miniatures, Newark 5, N. J.

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RAILROAD MODEL CRAFTSMAN covers this wonderful hobby completely and a check at some of the feature articles scheduled for early issues make RMC a monthly must. Whatever your interest, the GIANT SIZED RMC is aimed at you: traction, old time railroading, scenery, locomotives, rolling stock, electricity.

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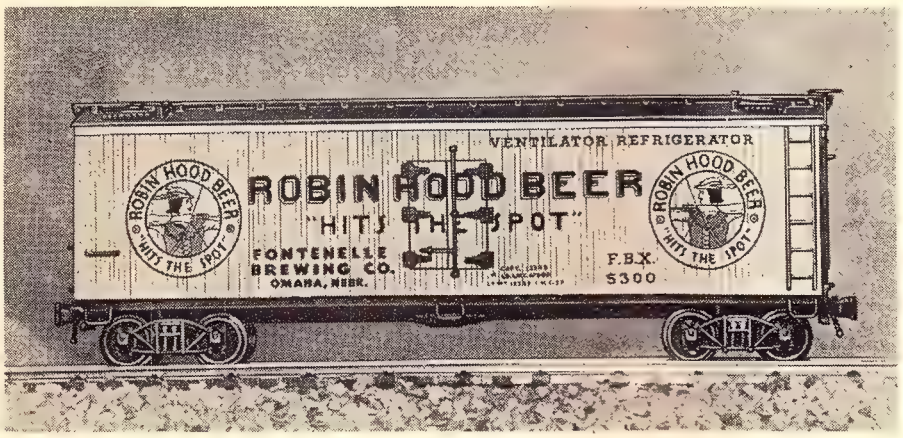
TEST TRACK REVIEWS

Manufacturers are invited to submit new and revised products to the Test Track, Railroad Model Craftsman, Ramsey, N. . for testing and review.



New HO Walthers Kits

The first in a new series of HO craftsman type construction kits has just been released by Walthers Specialties, Inc. This kit features a wooden body kit with diecast ends, scribed roof overlay, and an all metal underframe. A unique feature of the kit is the 45° mitered edges of the sides and ends which eliminates the problem of paint retouching on the ends, and also eliminates grain on the ends.

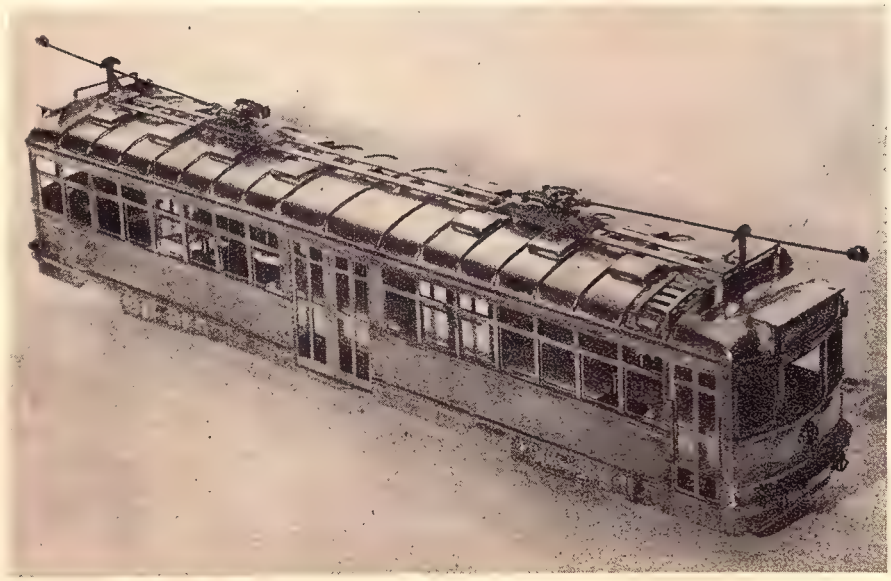
The sides are screen processed in four colors. These kits will be available in hobby shops in February. We recommend them for both old timers and newcomers in the hobby wanting to graduate into kit building. Mfd. by Walthers Specialties, Inc., 4749 N. Diversey Blvd., Milwaukee 11, Wis.

HO Pacific Electric 5050

The all brass Pacific Electric 5050 series interurban by South Shore is enough to conjure up visions of Eddy Sand's days on the big interurban with the red cars. These cars weren't the great big railroad roofed jobs but they spelled real railroading all the way through.

Our model is an unpowered dummy unit only, but comes complete with two working trolley poles and trucks. A hole in the floor permits the modeler to insert his favorite power truck from several offered on the domestic model.

This Japanese import is beautifully made, and is so often the case, it is almost shameful to paint over the gleaming sides with the Pacific Electric red. Brass used is heavy enough to with-



TRAIN REPAIRS?

The advertising columns and Dealer Directory of RAILROAD MODEL CRAFTSMAN list the best AUTHORIZED TRAIN REPAIRMEN in the field.

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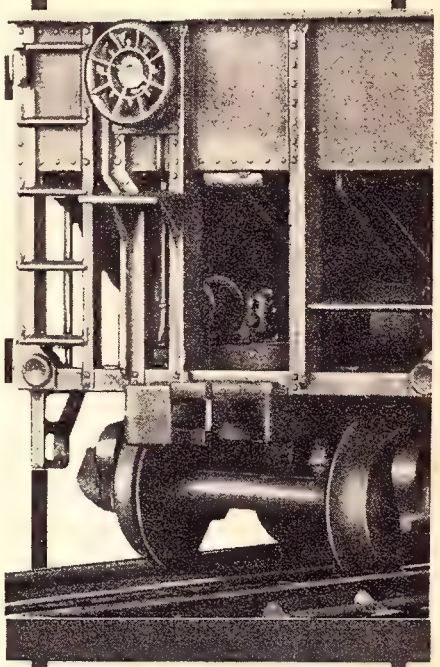

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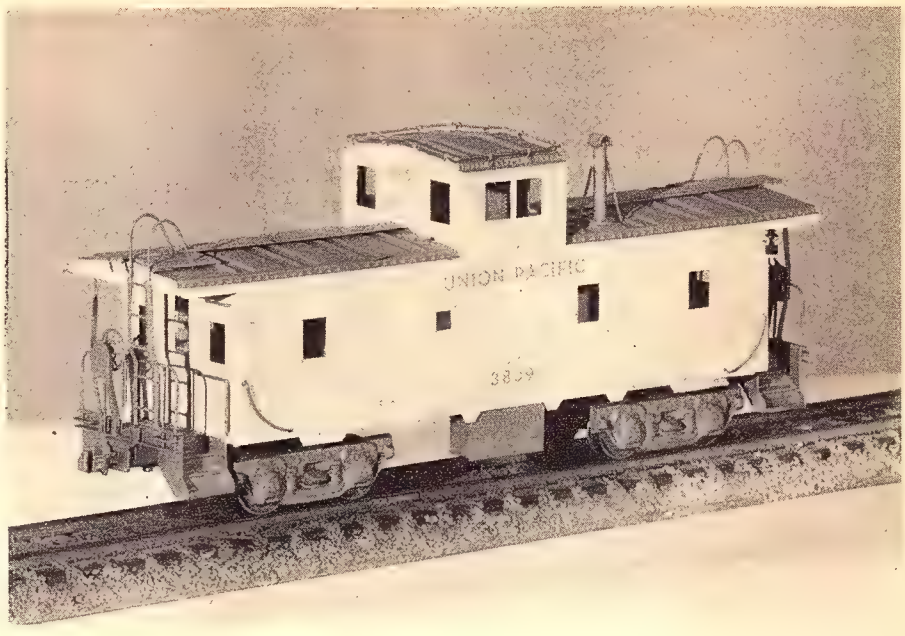


stand plenty of punishment and of course can be soldered easily, although it is hard to figure out where the tractioneer would want to add more detail. We especially liked the built in roof ribs which add a spot of interest to what is often the dullest part of a railroad model: the roof.

The car is hand assembled, insulated for two rail. Headlight openings are machined to fit Grain of wheat bulbs. The floor opening has been machined to accept several of the leading HO power trucks available. Long shank couplers will fit the car but the ends with the mounting hole will have to be filed a little flat, in order for them to fit the bracket so that they will swing freely.

Imported by South Shore Scale Models, P.O. Box 242, Rockland, Mass. Available as follows: Assembled, unpainted less power, $14.95; Assembled, powered, unpainted, $24.95; assembled powered, painted with PE lettering $29.95. Traction fans will like this one. Direct mail only.

All Brass Cabooses for O Gauge

Three new quarter inch scale cabooses have been added to the Perfection line, authentically reproduced in heavy gauge brass sheet. These Japanese imports come unpainted, less trucks, but are otherwise ready to roll. The yellow Union Pacific caboose has beautiful rivet detail, pressed steel-type roof, doghouse handrails, and marker lights. Tool box doors work.

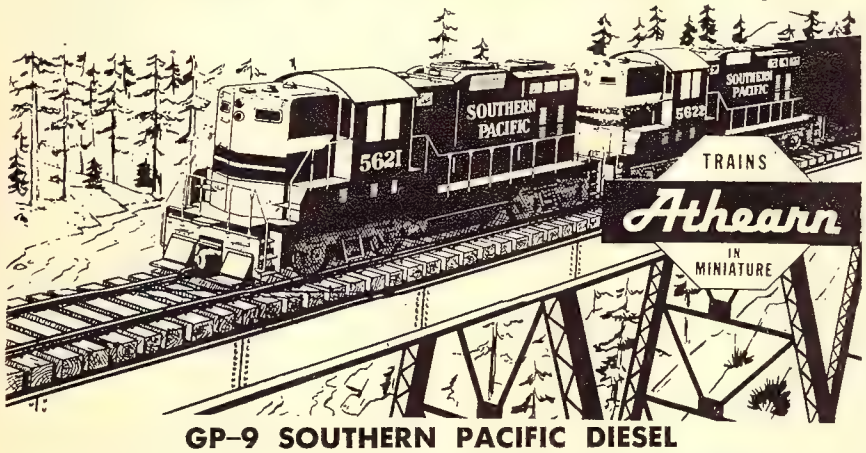
The three new cars are the CA-4 caboose illustrated, a Santa Fe steel caboose, and an Espee Bay Window caboose. We'd be happy to end any of our freight drags with one of these crummies. For other Perfection imports with more of an Eastern flavor, see the Perfection catalog or your O gauge dealer.

Imported by Max Gray, 2454 S. E. Belmont, Portland 15, Oregon. Price less trucks, either cupola caboose (U.P. or A. T.S.F.), $13.95 each. S. P. bay window hack, $14.95. At O gauge hobby suppliers or direct.

O Gauge Car Sides

Four new 40 ft. steel box car sides have been added to the All-Nation line; Rutland green/yellow, big B&O white on tuscan, big C&NW white on tuscan, and new B&M black and white on blue.

AUTHENTIC! REALISTIC! Scaled From Official Blueprints!



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Book Reviews

PRACTICAL TWO RAIL ELECTRIFICATION, by E. F. Carter, published by Percival Marshall & Co., Ltd. London, England, price 3/6 (or 50c)

This well printed little book of 52 pages is unfortunately not of much value to the average railroad modeler in the United States since it concerns itself entirely with British practice where insulated rail joiners do not exist and track is apparently soldered to metal ties which must be cut apart in 2-railing.

Nevertheless it is of interest to the fellow who wants to know as much about 2-rail as possible, since several interesting methods of wiring and gapping track are suggested, along with signaling ideas. Also included are such track formations as Reverse loops, wyes, and ladder tracks.

COLLECTING MODEL TRAINS, by Louis H. Hertz, published by Simons-Boardman & Co., 30 Church St., New York 7, N. Y., price $5.75.

Not since **Riding The Tinplate Rails** has Louis Hertz entertained his readers in so great a fashion. Nor will all who read this book like many of the facts and statements which are made for the first time concerning the collecting of old toy trains.

But for anybody who has ever entertained the idea of going into the collecting of trains, either scale or tinplate, this book is certainly a must. Hertz minces no words in his ideas concerning the purchase of old trains, their restoration, and value. The book is loaded with rare old illustrations which will be invaluable to the budding collector in identifying old equipment.

Perhaps we were particularly struck with this book because it covered for the first time the trains which we ourselves had when we were young.

It may come as a surprise to many to learn that almost all tinplate items in manufacture up until the second World War are now fair game for the collectors, and that includes such items as Lionel's 260E, and the American Flyer 3/16 inch O gauge trains.

One chapter even delves into the collecting of scale items with mention of pre-War Varney and other makes. Of interest, too, are Hertz' remarks concerning what is and what isn't scale.

The author is at times repetitious on overlapping subjects but this won't bother those to whom the book is aimed. The publishers would have had to look far to find a better authority to write this volume.

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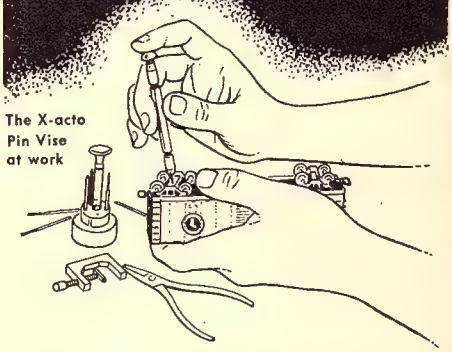

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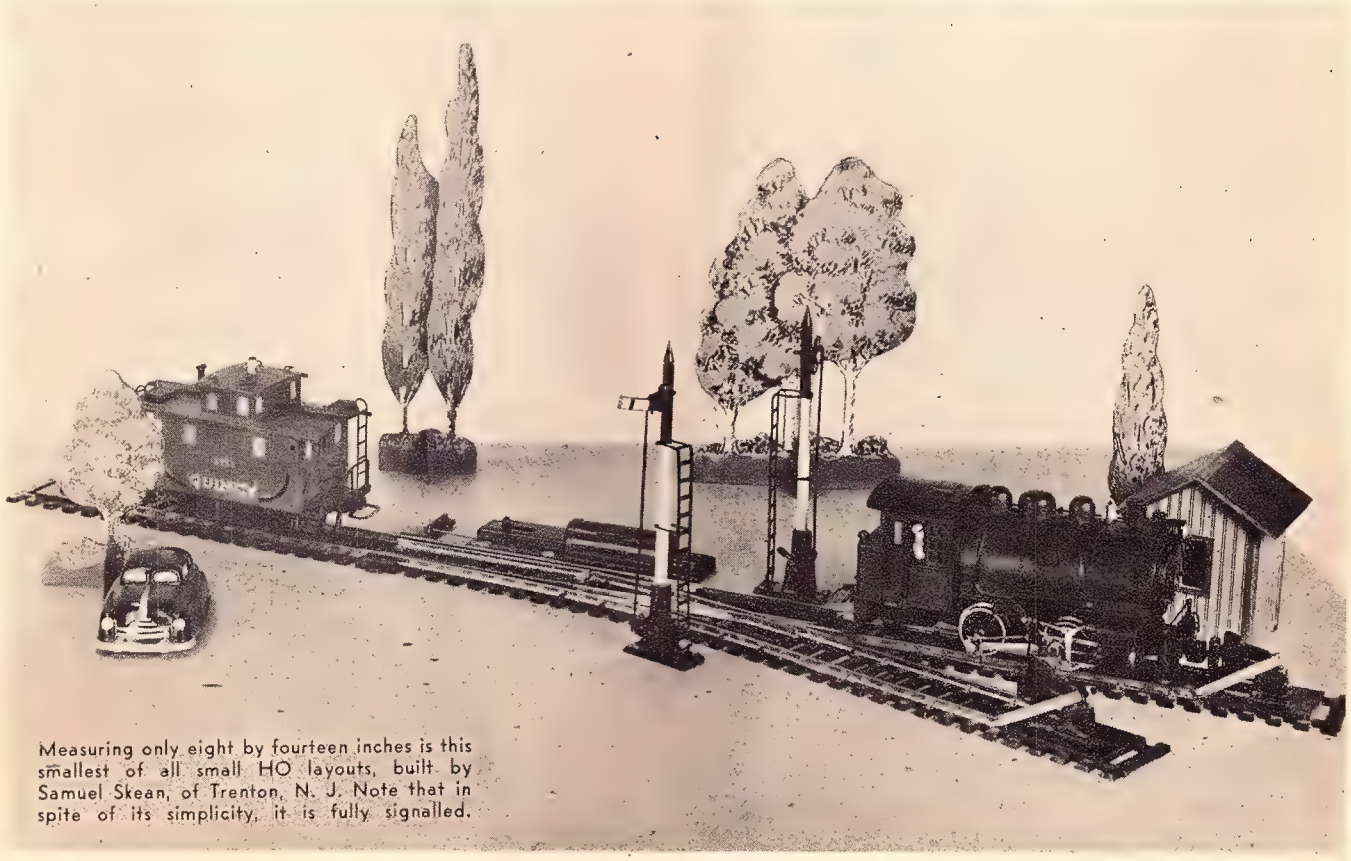

Measuring only eight by fourteen inches is this smallest of all small HO layouts, built by Samuel Skean, of Trenton, N. J. Note that in spite of its simplicity, it is fully signalled.

LOOKING

structures
electricity
CAR PLANS

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JANUARY
Donaldson Local Freight
Uses For Mailing Tubes
ATSF Water Plant—Part 1
Narrow Pikes—by Layout Doc
HO Snow Plow, Express Reefer

FEBRUARY
ATSF Water Plant—Part 2
How To Compose Model Scene—Ellison
S Small Building Plans
Rolling Country Landscape—Wakefield
BR&L Blueprints, ST Birney: O

MARCH
Constructing 4 Bridges—Ellison
55 ton Hopper Car—HO
Baldwin 1000 hp diesel: Crater
Trolley Track Work—All Gauge
Principles Of Good Layout Design

APRIL
Belvidere & Delta RR: Undermann
Reading 4 wheel caboose—HO
ATSF Fuel Oil Supply—Giebner
BLW Shark Nose Diesel A and B—O
Constructing 4 Bridges—2—Ellison

MAY
Constructing 4 Bridges—3—Ellison
Multi-Level Layouts—Layout Doc
80 ft. Wooden Dining Car—Carstens
1863 Mail Car, 1863 Coach—O
Bunk Car, 50 ft. gondola—HO plans

JUNE
ATSF Sand House—Giebner
ATSF Telephone Shack—Giebner
Reducing A Track Plan—Layout Dr.
Wiggle Inn—Ellison
PRR 2-8-2 Electric Loco Class L-5—O

JULY
Elevated Gate Tower—Giebner
Create & Operate A Terminal—Ellison
D&RG On3 2-8-0 Class C-19 Blueprint
4x8 foot Layouts
Reading Steel Caboose—HO

AUGUST
Coaling Station—Part 1—Giebner
Model Railroading In Britain
Make Figures Of Plastic
Expandable Layouts
Long Island RR 2-8-0C H-51a Plans

SEPTEMBER
Scenery From A To Z—Ellison
Sanka Way Railroad—Schopp
Power Packs—Richardson
BT Birney Trolley
Twentieth Anniversary Issue

OCTOBER
Panamint Valley RR—Campbell
Positive Slow Speed Control
Detailing Mantua Pacific
Sanka Way RR—Part 2
Five Full Color Cutout Bldgs.

NOVEMBER
Cinder Conveyor—Giebner
Add A Branch Line—Layout Dr.
Coaling Ramp—Cochran
HO Gas Turbine—Part 1
Small Terminal Color Cutouts

DECEMBER
Manual Block Control Tower
2-8-0 From MDC 0-6-0 In HO
Build Your Own Turnouts—Ellison
Medium Sized Railroads
Small Engine House Cutouts

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JANUARY
Ping Pong Table Layouts
Let's Operate—Mallory
Foolproof Switch Controls
Budd Rail Car—RDC-1, 3, 4
Modeling Old Buildings

FEBRUARY
Mule Train Barney
Three Legged Framework
Interlock Signalling
Railroad Car Ferry—Schopp
Railfan's Notebook—Bartholomew

MARCH
High Level Station—Schopp
B&A Pulpwood Cars—Willmore
Icing The Reefers
Better, Quieter Track—Houghton
Planning A Layout Design

APRIL
The Pacific Type—Alexander
Tricks Of Trackla ying
D&RGW Modern Control Tower
Trolley Line Car—O—Carstens
RMC Layout No. 3

MAY
Sandy River RR—Andrews
Working Power House—Burgess
Work Car NG—Wilhelm
Switch Tricks—Houghton
Aunt Teek Furniture Factory

JUNE
Spotlight RR Crossings—Ellison
Home Of Shake's Beer: Brewery
Operating 2 Trains At Once
Operating Crossing Gates
Official Car (60' Wood Observation)

JULY
Skew Bridge—Ellison
Build A Burlesque Theater
DL&W 2-6-0C Blueprints—O
Boston El Brill Car—1906
Some Big Layout Designs

AUGUST
Gauntlet Tracks
Old time 4-2-0 In HO
Modeling A RR Cut—Ellison
Ferry Terminal—Carstens
Pennsy 1869 4-4-0—O Blueprint

SEPTEMBER
Magic Of Hills—Ellison
Little Bit Of Texas—Giebner
Two Railing—Schopp
O Gauge Trolley Roofs—Perry
GN 4-6-2 H-7—O Blueprint

OCTOBER
MILW 30 Ft. Flat—Stehle
Umbrella Sheds—Ellison
Inverting A Layout
SR&RL Phillips Yard—Andrews
C P Huntington—O Blueprint

NOVEMBER
Radio Control Tower—Giebner
Coffee Table Layout
Dual Gauge RR Layouts
Type A Tank Car, 1912 Boxcar
Overhead Concourse—Ellison

DECEMBER
Bank Building—Giebner
Scenery Modeling—Houghton
Carters Little River Mills
B&O 4-6-2 P-1d—O Blueprint
Elliptical Station—Schopp

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JANUARY
The CNJ at Plainfield
Stub Terminals
HO Paycar by L. Austin
Automatic trolley Turnaround
Mason Vixon Lines (O)
Brill Rail Bus

FEBRUARY
8-Ball Loco. Works, by Brunger
Erie 135 ton flat car
I & G RR (HO), Bill Miller's
NYCRR. Fire Fighting Car (O)
Hertz—The future of O gauge
Double Gauge Turnout

MARCH
SP Gerber engine house (O)
Frt. traffic at a cement plant
CNJ 0-8-0 camelback (O): Crater
Korean and Japanese models
NYCRR caboose (HO): Deutsch
Lights and chickens: Crosby

APRIL
Mt. Washington Cog Ry
1915 gasoline loco. (HO)
NYCRR Caboose (HO): Part 2
Abbottsville & Western RR (S)
Gay Nineties Stations
Foldaway layouts

MAY
RMC Layout No. 2
Poultry car (HO): Miller
NYCRR Caboose: Part 3
Trestle bridge
J W Bowker in HO
Retaining Walls

JUNE
Semi-well pocket flat car (HO)
Vinegar Valley Lines (HO)
Freight Station: Brunger
Model Carrying Case
J W Bowker (Part 2)
NC&StL K-2 Pacific (O)

JULY
Auto coupler (HO): Prudhomme
Kenn Valley Lines (HO)
Little Louis 0-4-0 (HO): Schopp
Planning a model rr: Martin
Double slip switch in HO
4-4-0 from C P Huntington (O)

AUGUST
100 years on th Erie RR
Covered Cement hopper (HO)
Automatic coupling ramps (HO)
Cellar railroading: J. Kemp
Planning a model rr: Part 2
Double slip switch: (Part 2)

SEPTEMBER
2 pint size pikes in HO
Visible frt. car loads
Ute Short Line: Earl Cochran
The Electra Switch Machine
Pickle Car—HO—Miller
Diesel servicing

OCTOBER
Layout Doctor with 4 layouts
Fooling your spectators
The Silvertta Road (HO): Steen
Troop Sleeper (HO)
Remote control hookup
Kemtron's Brill Rail Bus

NOVEMBER
Hump Yard Design
Locomotive headlights
Converting the Mantua "Belle"
Converting the Varney "Little Joe"
Slope back tender—HO—Miller
V&T Flat car plans (O)

DECEMBER
St. Louis TRRA: Carstens
Clearance Car—HO—Schopp
Baldwin road switcher—HO
Simple Wiring—Houghton
Frost on th layout—Crosby
Model Hump Yard

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JANUARY
Citrus Empire RR (O)
Corner engine terminal.
Hints on trolley wire
South Dakota Central RR (HO)
C&NW 4-4-0 No. 195—HO Plans
MoPac Gondola (O)

FEBRUARY
Protostory: Bronx Frt. Termi.
Bumping posts (O)
Scenic Landscaping: Dance
Using electronic control
TARS semi-conv. ST No. 1701
American Flyer Wide Gauge

MARCH
Chicago Museum Model RR (O)
RMC Layout No. 1: Design
Forming city backgrounds
NKP Alco and BLW diesels (HO)
Painting the scenery: Dance
SOU & EREX Hopper car plans (S)

APRIL
Cleveland RR Club O gauge layout
Modeling Culverts: Dance
Trolley Express Car: Long Valley (O)
RMC Layout No. 1—trackwork
GN EMD pass. diesel (S)
Virginia & Truckee 4-6-0 No. 26 (HO)

MAY
The Panama RR (protostory)
CNJ No. 1000—the first diesel
Modeling Culverts: Dance
50 ton dump car (S Plans)
Trolley Express car—Part 2
DL&W 4-4-0 No. 988 (S plans)

JUNE
Outdoor RRing: Long Valley O line
LATL Rail grinder (S)
Tender truck boosters (HO)—Austin
V&T combine and baggage cars (HO)
CofG 2-8-0 No. 200-214 (O Plans)
CNJ first diesel—Part 2

JULY
USRA light 4-6-2 (HO)—Part 1
CNJ Newark Terminal: Crater
EG atlantic in HE (1/16) Gauge
Economy motor truck: Long Valley
Foldaway Model Railroad
MKT Caboose (HO)—Austin

AUGUST
CNJ 4-8-0 camelback (O)
Modeling waterways: Dance
Grand Valley RR (HO)
C of G 0-6-0 tank engine (S)
USRA 4-6-2—Part 2
C&O detailed caboose (O—Part 1)

SEPTEMBER
Truss bridge: Dance
Building grades: Schopp
NCNGRR tank car (HOn3)
C&O Caboose—Part 2
USRA 4-6-2—Part 3
CNJ early automatic signal (O)

OCTOBER
Venango Northern RR—Livingston, (HO)
CNS&M B-B-B-B—Soverel
Rdg 2-10-2 (O)—Crater
USRA 4-6-2—Part 4
Coaling station—Dance
C&O Caboose—Part 3

NOVEMBER
2½x8' HO railroading
Grusome's Grain Mill (HO) Brunger
Rdg 2-10-2—Part 2
Designing a layout
USRA 4-6-2—Part 5
3 MU cars from 2 Pullmans (O)

DECEMBER
Showcase for your models
Brill rail bus in HO
Use black light on your railroad
The Channel Line (O) at Christmas
Old time wood gondola (HO)
V&T snow flanger. O plans.

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old time **TROLLEYS**

diesels

SCENERY

LAYOUT DESIGN

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conversions

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JANUARY
CNJ Highbridge Branch
Trolley Loco: Part 3
Pullman Observation: Part 2
4-4-4 Live steamer (1/2")—Part 1
Quartering drivers an easy way
HO Steam motor car—Schopp

FEBRUARY
Building a 4-4-0—Dance (HO)
B&O 2-10-2 Sta (O)
CNJ Highbridge Branch—Part 2
4-4-4 Live steamer—Part 2
Trolley bus control circuits
Getting started: Barkeley

MARCH—OUT OF PRINT

No longer available from publisher

APRIL
EMC Passenger Diesel in HO
Getting started—Part 6
Bay Ridge Model RR Club (O)
Official car—Part 2—Hoffman
CNR 4-8-4—Data and S plans
N&W 4-8-4—Part 2

MAY
Here comes the circus
Fully automatic turntable (HO)
Canada Great Western Ry (O)
Offial Car—Part 3
N&W 4-8-4—Part 3
4-4-4 Live steamer—Part 4

JUNE
Model RR That Folds Up
Alco 1000 hp switcher (HO)
Mt. Tamalpais & Muir Woods RR
Quartering device for drivers
Pickle car (O)—Bartholomew
Two power wiring circuits

JULY
RR That Folds Up—Part 2
Helium Tank Car—Bartholomew (O)
PRR G5s 4-6-0—HO Plans and data
Remote control pantographs
4-4-4 Live Steamer—Part 7
Weathering model equipment

AUGUST
California models and prototypes
Modern home modeled in plastic (O)
ATSF 4-6-2—Plans and data (HO)
Live steam review
SP Box car; PFE Reefer (HO)
4-4-4 Live steamer—Part 8

SEPTEMBER
Modeling from Photographs
Modern home in plastic—Part 2
Express reefer (O)—Austin
Small frt. house (NYCRR)—HO.
CNJ 0-6-0 camelback (O)—Crater
Disappearing apartment railroad

OCTOBER
B&M gondola in O gauge—Austin
Control of model trolley lines
Oakland Antioch & Eastern Ry (Ot)
BLW 1500 hp diesel road switcher (S)
Interlocking towers
Live steamer information

NOVEMBER
Electronic control: J. Nixon
Stanton Central RR—British OO
Gingerbread to age your buildings
Cement Hopper (O)—Bartholomew
Wooden combine in HO—West Shore
Flag stop stations in Indiana

DECEMBER
1892 Union Line box car (HO)
United Electric Railroads (Ot)
4-4-0 camelback—CNJ (O)—Crater
Open end gondola (HO)
Camouflaged operating space
Trains and the Christmas Tree

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JANUARY—OUT OF PRINT

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FEBRUARY
Inspection engine (O) "Star"—Crater
Planning model RRs with 3D
Memoirs By Schopp—Part 3
Reading 4-2-2, BLW 1892 (O)
Transfer Table (1/8")
Soldering made Easy—Austin

MARCH
Trolley street sprinkler (O)
CNJ Inspection engine—Part 2
Bill Schopp's Memoirs—Part 4
Gas Electric (HO)—Carstens
NYNH&H 0360 electric loco (S)
NYNH&H caboose (S)

APRIL
GE 0-4-4-0 Elec. Loco (O)—Austin
Long Island Model Railroad (O)
Getting Started, John Barkeley
Fuel Dealers Yard—Crater
Bunk Car, CNR (O)
Wayside Station (O)—Schopp

MAY
GE 0-4-4-0—Part 2
S & O O gauge layout
Using the watchmaker's lathe
BLW 2000 hp double end diesel (O)
The tools needed for model ring
Vertical twin cylinder steam engine

JUNE
GE 0-4-4-0—Part 3
BLW (CN) 2000 hp diesel—Part 2
Third Rail Shoes (O)—Long Valley
Arched roof mu cars(HO)—Carstens
DC 12 and 24 volt power supply
Basic layout designs and framework

JULY
GE 0-4-4-0—Part 4 (O)
Automatic wyes for street Rys.
Basic electrical principles
New York Ontario & Western Ry.
Streamlined cars (O)—Crater
O gauge pile driver

AUGUST
SP 0-6-0 (HO)—Austin—Part 1
Ice trolley and line car (O)
Streamlined diner and coaches (O)
5 basic trolley poles (O)—LVERY
CNJ 2000 hp BLW diesel (S)
CPR 3 door baggage car (HO)

SEPTEMBER
SP 0-6-0 (HO)—Part 2
Trolley pole bases (part 2)
Train of Tomorrow loco.—HO
Whitcomb diesel in HO—freelanced
Observation car (OO)—Treat
CV snow flanger (HO)

OCTOBER
SP 0-6-0 (HO)—Part 3
Bellows Falls, Vermont (Protostory)
Train of Tomorrow—cars (HO)
Express cars (O)—Crater
G&D 2 stall engine house—John Allen
Correct freelancing—Bill Hoffman

NOVEMBER
G&D Engine house (HO)—Part 2
SP 0-6-0 (HO)—Part 4
Train of Tomorrow—conclusion
Turntable for HO—Bill Schopp
Electric Trolley Locomotive (O)
TT water tower—Healion

DECEMBER
4 comp. Pullman Observation (O)
Elec. Loco. (O) Part 2
NYS&W Little Ferry Terminal
G&D Engine House—Part 3
BLW 3000 hp diesel for SAL (HO)
Gas electric (HO)—Ray Staples

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The above listings briefly describe some of the featured material in each issue. In addition, there is a wide range of constructive data, plans and building articles in every copy. All magazines are complete and contain fresh projects and building ideas that can be put to use on your present pike. Here's your chance to fill the gaps in your own model railroad library. But rush! Supplies on many issues are low and cannot be replaced. Orders will be filled on a first come, first served basis! Use the coupon today.

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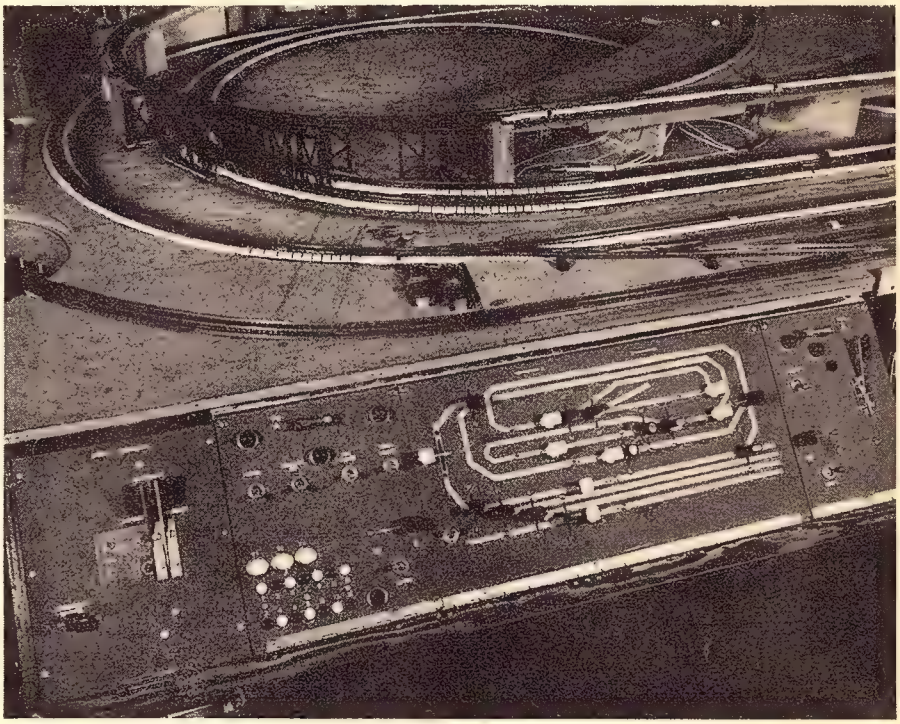
"Off'n the Table Top"

News and Views of TT

By Glyn Lewis

MARCH, mid season for most model rails. And how does your pike grow? Seriously, why don't you send us some photos of your layout, we ARE interested you know! You are really good about writing, so good that this writer is way behind in answering all of you, but when it comes to photos you're remiss. It's not hard you know, and NOT expensive. Almost any camera will do; buy an inexpensive portrait lens and a couple of reflector floods, a roll of film, and you're in business. You've seen a good many pictures on these pages taken with our camera, an Argus C3 which is certainly not an expensive camera. It's 35mm, fitted with a closeup attachment. Shoot a fine grain film (Adox or Pan-X) so that enlargements will be clear. That's important because we get many photos that are not only 2¼" x 3¼" but fuzzy . . . no good. If possible get them blown up to 4" x 5" and make sure it's a sharp neg. But c'mon . . . TRY!

This month's plan is of a good old standby, the private owner reefer. These romantic old billboards are no longer to be seen on the prototype roads. This car as shown has wooden sides, ends and roof, with a fishbelly centersill. If you care to make a few changes you can, because this type of car defied standardization. You can use steel ends or replace the centersill with older flavored truss rods. Roof can be as shown, or be scribed wood running crossways or lengthwise. We cut our floor and roof stock to length as shown. Cut the end blocks (Sub end) to correct height. Assemble. Sides are cut from 1/32" scribing. You can build up the door detail, use decals or buy a completely detailed simulated wood (cast metal) TT reefer door. Roof walk and hardware are all purchased at your hobby shop. This is an easy car to build, so there is no need for us to go into involved verbiage concerning its construction. As for painting, that depends on the lettering chosen, which may be yellow, orange, white or red. . . . We use Floquil paints as they do not fill up the scribed lines. Simple to build? Yes, but do a careful job and you will have a car that you can be proud of. Good luck.



Lloyd Church, of Los Angeles, needs this slightly tremendous control panel for his TT layout, which is still under construction. Track plan shown is schematic. Very neat looking and efficient.

"That's the Spirit" Department

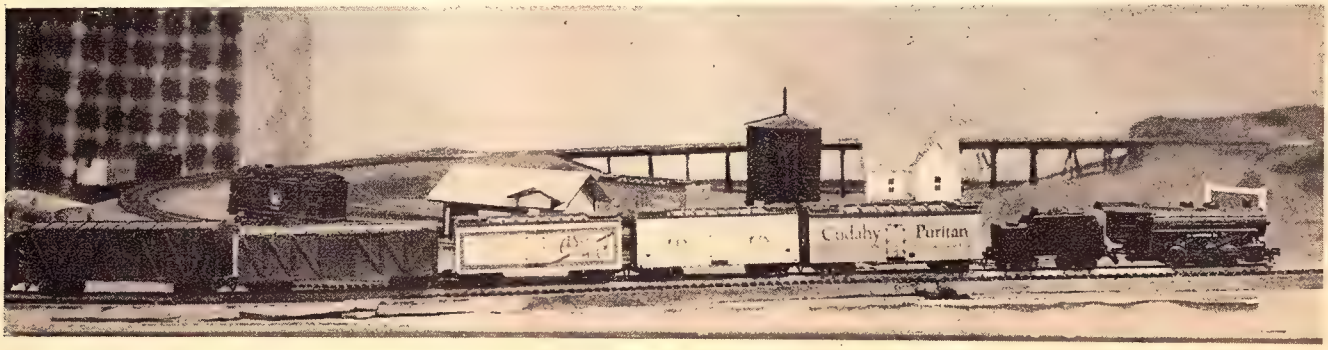
Down in Amarillo, Texas, deep in the heart of **Michael B. Coy** was the desire to get into TT gauge. . . . These Texans are men of action and Mr. Coy is the "real McCoy" (ouch!) so the upshot was that Mr. C. is now a dealer, in **TT.** You can find him in person or by mail at **Mike's Hobby Shoppe,** 609 Jefferson Street, Amarillo, Texas (Open "anytime" his stationery proclaims). Good luck Mike!

Lloyd Patten, another avid TTer and also a native of Amarillo sends in a nice long newsy letter. We were sorry to hear that **A. C. English** of the same city and a real TT fan has passed away. He will be missed by all his TT friends. . . . Lloyd tells us he had a nice visit from **Msgr. Patrick Stauter** of Pueblo, Colo. The Monsigneur was forced to give up his TT layout (though not his enthusiasm for TT) and some time ago generously offered through the NMRA Bulletin to someone who would give it a good home and loving care . . . he was literally SWAMPED with requests!

Lloyd is quite a shutter-bug and has been shooting color of the old D&RGW around Cumbres Pass, Telluride and Black Canyon. Boy that's some real romantic narrow gauge country.

Fellows like **Peter Schwartz** of Reading, Pa., who want to know where to get TT figures will be happy to know that the **Weston** TT figures (3) are still

Donald B. King, Hoopestown, Illinois, sends in this photo of his TT layout. Engine is an HP 0-6-0, always an excellent wheel arrangement for any beginning pike in any gauge. Private owner reefers are perhaps the most colorful cars which any modeler can construct.



available, as well as those from **Table Top Miniatures** and **Gandy Dancer.**

In answer to the questions many of you have sent in, here goes . . .

1. Yes you can use the Code 70 switches built by **Bob McMinis** in conjunction with the **H.P.** rail mounted on **AL.Co** roadbed. It requires a bit of shimming up but is NOT hard to do, and we have done it with great success on a display layout that operated 10 hours a day for two weeks!

2. Yes, American TT can be operated on **Rokal** track even through the switches.

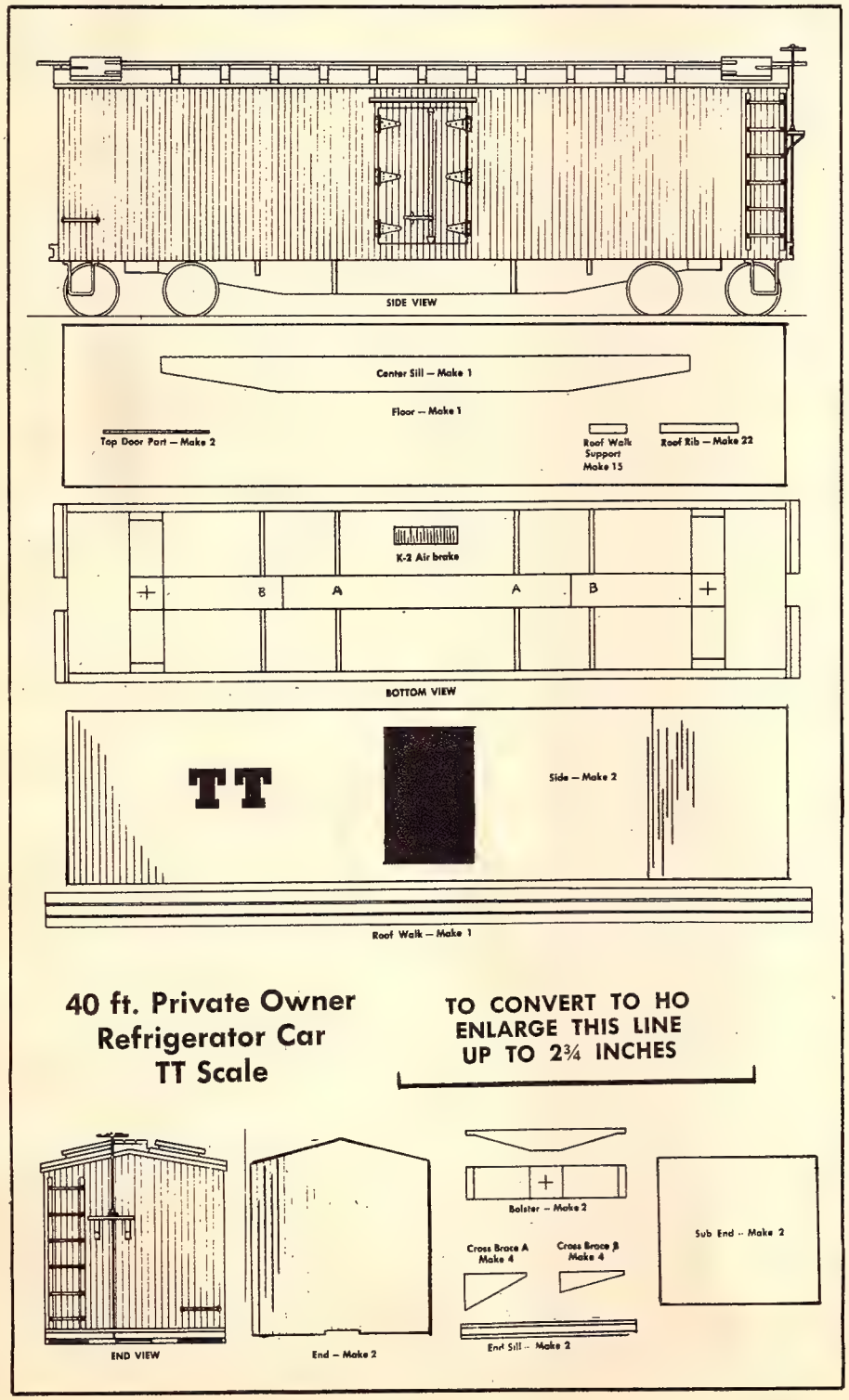
3. **Rokal** equipment will run on American (**H.P.**) rail, but not through the switches UNLESS they are worked on to open them sufficiently to pass the oversize **Rokal** flanges.

4. Yes, wise guy of Wilmington, Del., a non operating hand car **is** possible in TT . . . in fact, **Ed Fetyk** is NOW working on a cast TT hand car! Next!

5. Trestle kits in TT are manufactured by **AL.Co Hobbies.**

6. The **Kemtron** 0-4-0 Tiny Tim is powered by a Lindsay 7 pole motor. The Tiny Tim measures 2¾" long. The prototypes on the B&O were road class C-16. They were built in 1912, were retired in 1951.

7. The **Kemtron** hopper is an all zamak car kit, and is assembled with


SIDE VIEW
Center Sill — Make 1
Floor — Make 1
Top Door Part — Make 2
Roof Walk Support Make 15
Roof Rib — Make 22
K-2 Air brake
B
A
A
B
BOTTOM VIEW
TT
Side — Make 2
Roof Walk — Make 1
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END VIEW
End — Make 2
Bolster — Make 2
Cross Brace A Make 4
Cross Brace B Make 4
End Sill — Make 2
Sub End — Make 2

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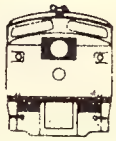

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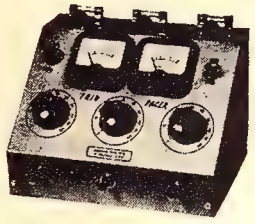

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screws; NO soldering is involved. A very fine car.

8. The **Joma** gondola measures 4½" long, is available in black or red. All brass and comes assembled. You install trucks and couplers.

9. No the **Revell** plastic tugboat kit is NOT HO. . . . As far as we can figure it—accidentally or not, it's TT (1/10th of an inch equals 1 foot scale). **Pyro Plastics** makes an HO gage Tugboat.

10. There is no such thing as a TT, HO or O gage power pack. The dealer that said so really meant that some small packs will not handle O ga., but ALL packs will operate TT.

11. TT trees are available "ready to plant" from **Tru-Scale, Jean Carpenter, Aristo** and others. TT trees are the smaller sizes of any tree line. **Tru-Scale** and **Carpenter** designate certain selections as TT.

The photos reproduced on this page are by a couple of TTers, that we are happy to say we hear from quite often. **Donald B. King** of Hoopeston, Ill., editor of the mimeographed **TT Trains,** is the builder and photographer of the long photo showing an **H.P.** 0-6-0 pulling 3 **Gandy Dancer** reefers and 2 **H.P.** outside braced boxcars. In the left background can be seen a Jersey Central 1000, the first diesel to be used. The other photo is from **Lloyd Church** of Los Angeles, Calif., and shows his well designed control panel and some of his layout while under construction. We are anxiously awaiting photos of this layout now that it has been scenicked.

Next month more news from the manufacturers, plan for an outside braced wood boxcar. . . . Photos and, we hope some reports on YOUR activities in TT.

Cherio,

Glyn.

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- **WESTINGHOUSE 70 TON LOCOMOTIVE**
  Superb drawings by Russ Porter with a cab-at-end sister engine for the Oil-Electric in this issue.
- **SOLDERING FOR BEGINNERS**
  Soldering is fun once you know how and this question and answer Feature explains all the tricks used by the experts to make it easy.
- **THE LITTLE C&O**
  Big Photo Story of a tremendous private collection of custom built O gage locomotives. Here are photos that'll inspire you to even greater model building.
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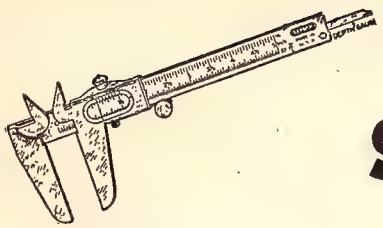


TROUBLE SHOOTING

1—Is Roadbed Necessary?

Q. Is it necessary to use roadbed of any kind under your model railroad tracks?

A. Not absolutely, No. Yard areas invariably do without a roadbed and many branch lines seem to have no roadbed. But for best appearance and the look of a real first class railroad roadbed would seem indicated.

2—Kinds Of Roadbed

Q. What are the principle kinds of model roadbed available?

A. As follows: PLAIN WOOD as manufactured by several makers, CORK, RUBBER, WOOD WITH MILLED TIES. Most of these are available in all of the popular gauges.

3—Roadbed Substitute

Q. If you don't use roadbed, what can you do?

A. Lay your track on the table or framework. When track is in place, sprinkle model railroad track ballast in and around the ties, either mixing it with ballast cement, waterglass, or grey enamel.

4—Combining Roadbeds

Q. Can the various makes of roadbed be combined?

A. Yes, most of them bring the railheads to the same height. Where rail heads come to different levels, use a shim under the lower roadbed to bring it up to the level of the higher one.

5—Quiet Roadbed

Q. What kind of roadbed is the quietest?

A. Undoubtedly cork or rubber. None of the roadbeds are really noisy unless laid on a surface which will act as a drum, such as plywood. Steel rail, incidently, will be more noisy in operation than brass rail.

6—Roadbed On Plywood

Q. If plywood is so noisy, what kind of roadbed would you recommend for use thereon?

A. Rubber or cork roadbed is the best bet for operation on plywood, although wooden roadbed is fine if some insulating material will first be placed underneath, separating wood from plywood. Care should be taken that noise conducting nails don't carry from wood directly to plywood.

7—Roadbed Warpage

Q. Does wooden roadbed require special preparation to keep it from warping?

A. While it is recommended that you paint both top and bottom as a protection against warpage, few modelers actually bother. Our last layout used wooden roadbed "in the raw" and we were never troubled with warping or improper gauging. That layout was in a basement, subject to summertime dampness.

8—Laying Wooden Roadbed

Q. How can you get wooden roadbed in the right place?

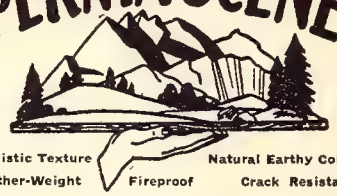
A. If possible, lay it out manually before fastening in place. Be sure to allow adequate diameter for curves, to eliminate possibility of dog legs which can and often do cause troublesome derailments. Crossovers should be laid on crossover blocks. Switchblocks must usually be cut to the proper length, using a razor saw.

9—Fastening Wood Roadbed

Q. How should you fasten wooden roadbed?

A. Some modelers use the small wood screws (about No. 2 x 5/8"), predrilling small holes to prevent splitting. Our own preference is to use small ¾ inch nails or brads, driving them in place with a metal balpeen hammer.

PERMA-SCENE



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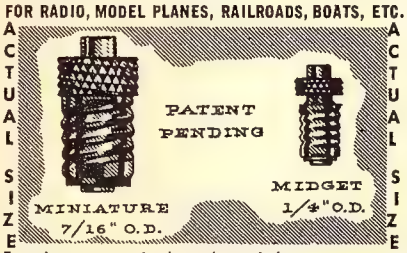

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10—Using Ballast

Q. How do you ballast wooden roadbed when using flexible track?

A. Brush the top surface, including shoulders, with liquid ballast, pushing the flexible track right into the cement. Secure with at least a few spikes. You can also coat the roadbed with any recommended adhesive, lay the track in place, and then sprinkle on stone ballast, brushing away the excess.

11—Using Cork Roadbed

Q. How do you use cork roadbed?

A. Mark the center line of your track components on the frame or table. Locate switches first, especially where they are grouped. Cement one half strip of cork roadbed and lay in place, following center pencil line. Follow with second half. Fasten temporarily with spikes. Weights may occasionally be necessary to hold roadbed down until dry, especially on sharper curves.

12—Layout Design

Q. I am building my layout but have not put it down on paper. It is in my head. How do I follow a plan that does not exist on paper?

A. Layout the sectional or flexible track as in No. 11, marking a dashed line between the ties. Take up track, lay roadbed, and continue from there.

13—Ballasting Cork Roadbed

Q. How do you ballast cork roadbed when using flexible or sectional track?

A. Many modelers don't bother with ballast on cork roadbed since the ground up cork already has a textured surface. Otherwise use the techniques used in wooden roadbed, or just paint light grey.

14—Laying Milled Tie Roadbed

Q. How do you lay milled tie roadbed?

A. Ready Track pieces, painted grey with ballast, need only be joined together. Plain milled roadbed is laid in place with the track grooves lining up perfectly. Cut as required with razor saw, and fasten down with screws as fine nails.

15—Cutting Wooden Roadbed

Q. What is the best way to cut wooden roadbed?

A. We've already mentioned use of the razor saws, which cost about $1 and are sold by most hobby shops.

16—Cutting Cork Roadbed

Q. How do you cut cork roadbed?

A. Use a modeler's knife.

17—Bridge Roadbed

Q. Can roadbed be used right across what will become a bridge?

A. Yes, temporarily. But why not insert a special piece of bridge roadbed (milled wood) in place, and later build the bridge around it? Some of the newer commercial bridges have a solid bottom, permitting use of any regular roadbed.

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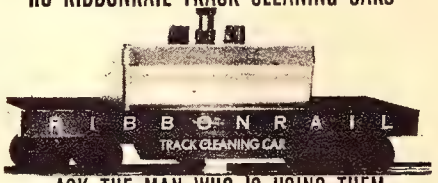

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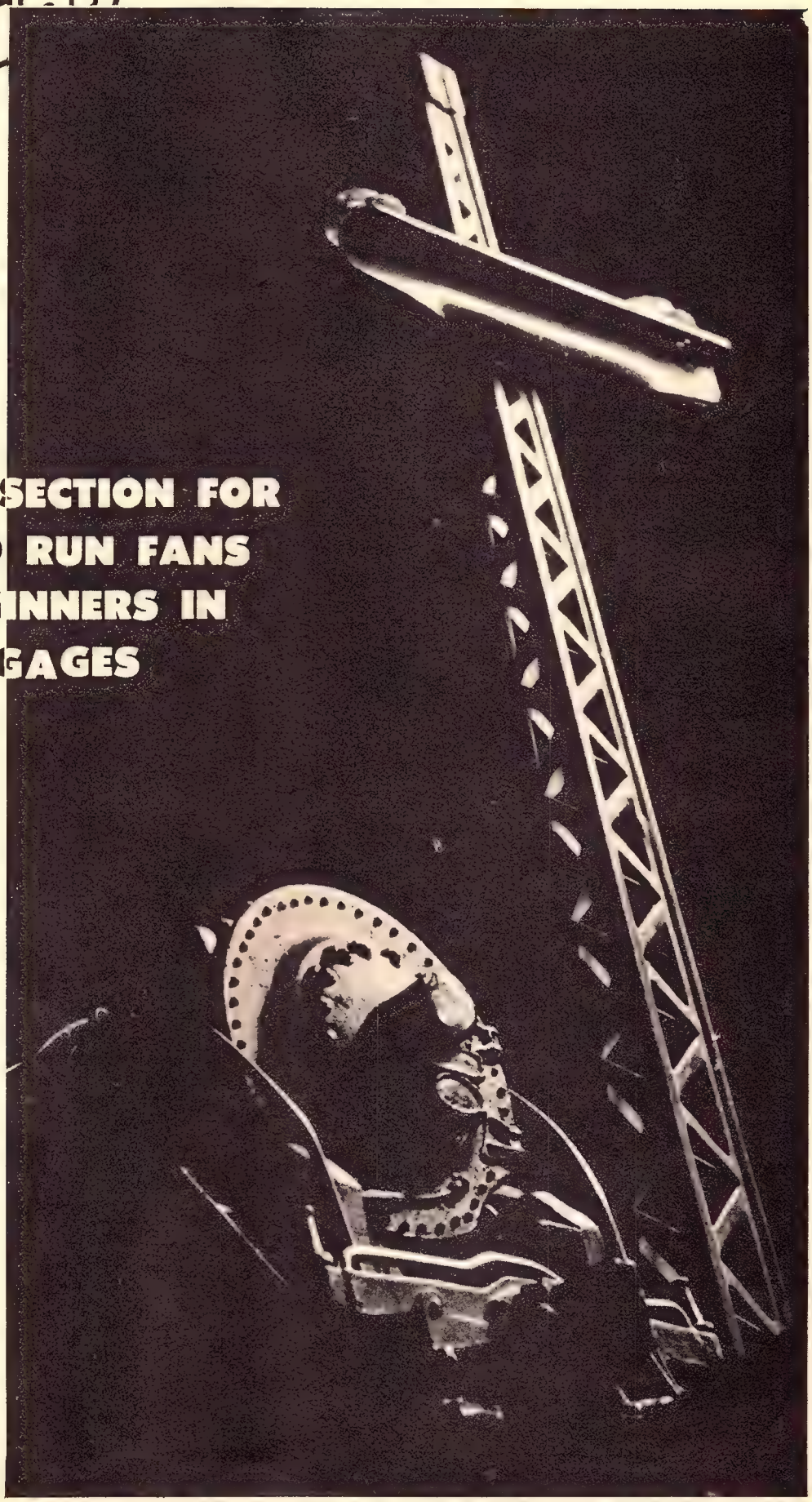


A SPECIAL SECTION FOR READY TO RUN FANS AND BEGINNERS IN ALL GAGES

MARCH 1957

photo by Bruce C. Johnson

its easy to

BUILD STRUCTURES

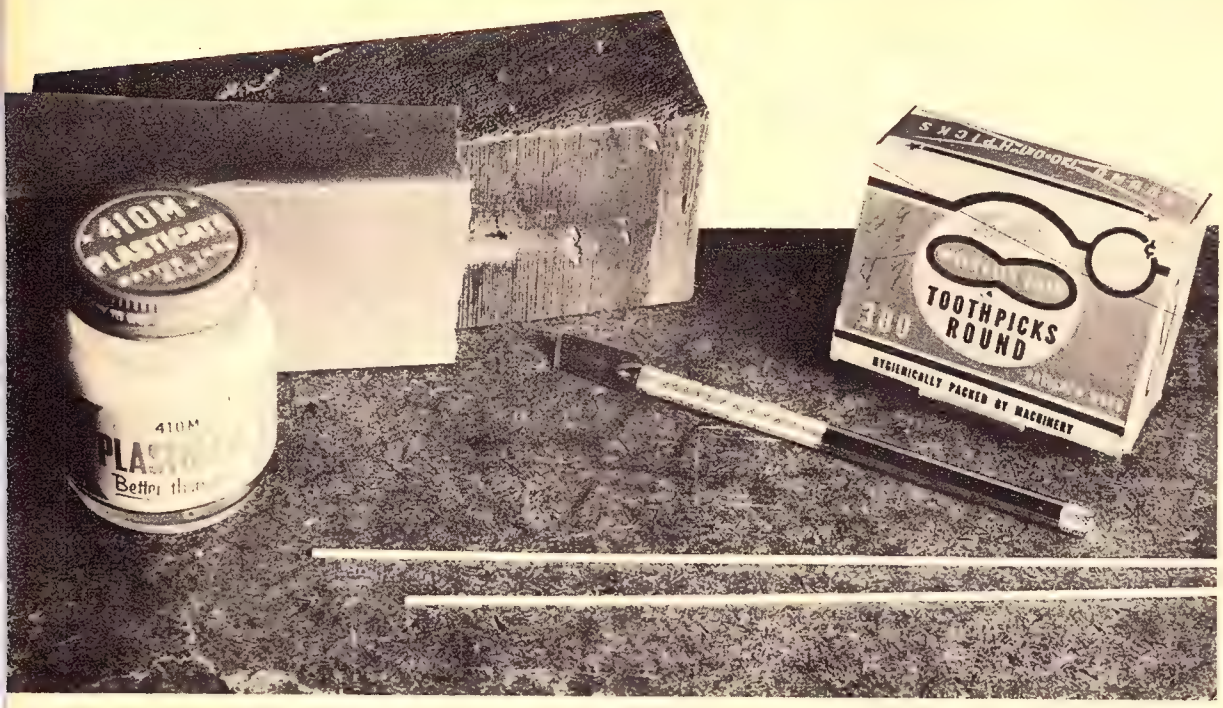
A very close companion to the model steam railroad is the miniature trolley line. While some modelers care little for trolleys, there are a growing number who find these fast vanishing lines interesting to model. Philadelphia Model Railroad Club has an extensive traction system, operating in conjunction with its railroad layout and even interchanges freight cars between the two lines. One feature of the Philadelphia club is the many buildings which dot the landscape. Some of these are shown on these pages. Note that while they are all relatively simple in design, they are well built and greatly enhance the effectiveness of the layout.

ABOVE: Simple posts driven into the ground have holes drilled in them through which simulated cables pass, making simple and very effective guard fence.

UPPER RIGHT: When the day's run is over, these fine cars are protected by modern carbarn of ⅛" Masonite covered with model railroad brick paper.

LOWER RIGHT: Many station kits are available and you can make the platforms longer using wood bought from your dealer. Note cases made from wood blocks, sanded smooth.

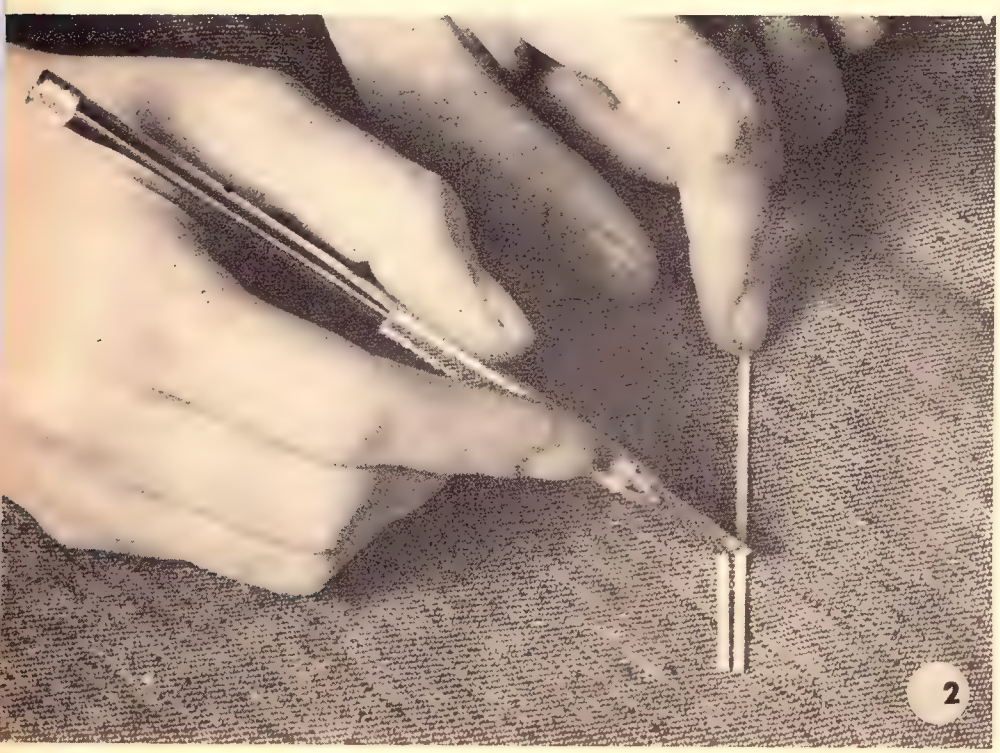
This old box car body, having outlived its usefulness in actual service, has been relegated to living out the remainder of its life as a shed for the gandy dancers.



ROOF RIBS FOR YOUR BOX CARS

We usually look down upon our model railroads which makes it all the more important that the tops of the cars be finished properly. Adding roof ribs adds much in appearance.

by Jim Corrick

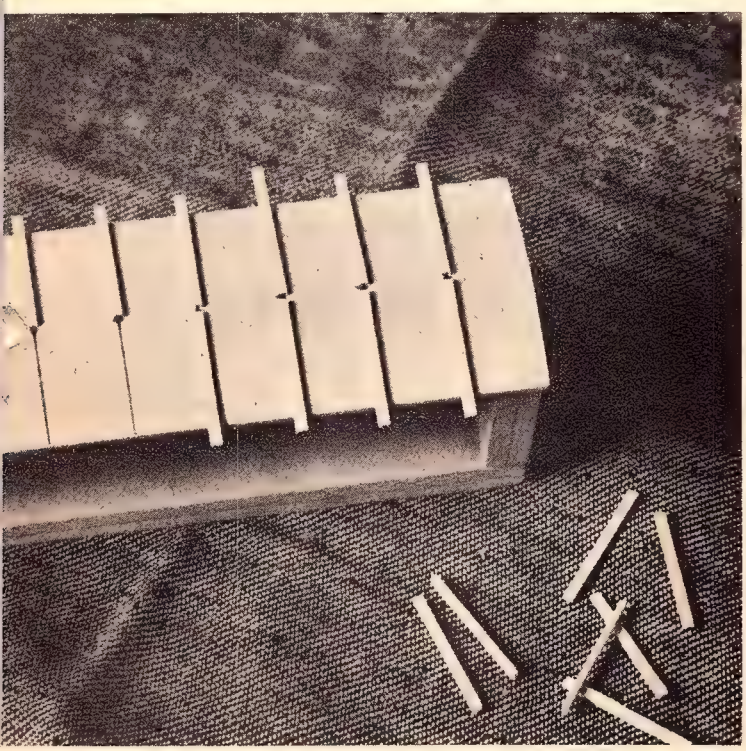


1—Materials needed are few, should already be in your possession: strip wood for your gauge size, fast drying model cement, toothpicks, modeler's knife, sandpaper.

2—Apply thin coating of cement to bottom side of the model wood, then run fingers along edges to remove all excess cement. Let dry, then cut to approximate lengths.

3—Ribs are cut slightly longer than will be required, are trimmed to exact length after drying firmly to car roof. Here, one rib is used as guide in cutting others.

4—Ribs being cemented in place will overlap the edges and are trimmed later. Note that ribs are applied exactly in the center, over marked center lines on roof.



VERY few hobbies permit personal preferences to run wild as does the hobby of model railroading. And this month's discussion on placement of roof ribs is a case in point. Frankly, there are all sorts of box car models which can be built without roof ribs (there's certainly enough prototype examples) and there are those who prefer their wooden boxes without ribs. But I've always liked them—think they add "character"—and very few box or reefer cars are to be found on the BB2J Lines without roof ribs. So it's inevitable that this unpretentious series on the construction of a wooden box car should have one or two sections devoted to their placement.

Last month, we dealt with a method of marking placement lines on the roof for the ribs. This month, we'll attach the ribs to the roof of our basic car body.

Materials needed are few: (See Photo I)

a) A length or two of Northeastern strip wood. The following sizes are suggested —
   1/32" x 1/32" for TT gage
   1/32" x 1/16" for HO and S gages
   1/32" x 3/32" for O gage

b) A tube, can or jar of good modeling cement

c) A box of toothpicks

d) A sharp modeler's knife

e) A block of wood and a sheet of fine sandpaper

Before starting any of the cutting and cementing, examine the strip wood. Notice that one side is smoother than the other (Northeastern uses the term "velvet smooth" for the smooth side). In cementing, the smooth side should be on the outside or "up"; the rough side should be the side which is cemented. (It should be noted that the terms "rough" and "smooth" are only relative—both sides are actually smooth with one being more so than the other.) The cementing is done on the rough side because it offers a better holding base for the cement and will result in a stronger bond. The smooth side is always "out" because it doesn't need sanding and can be painted "as is."

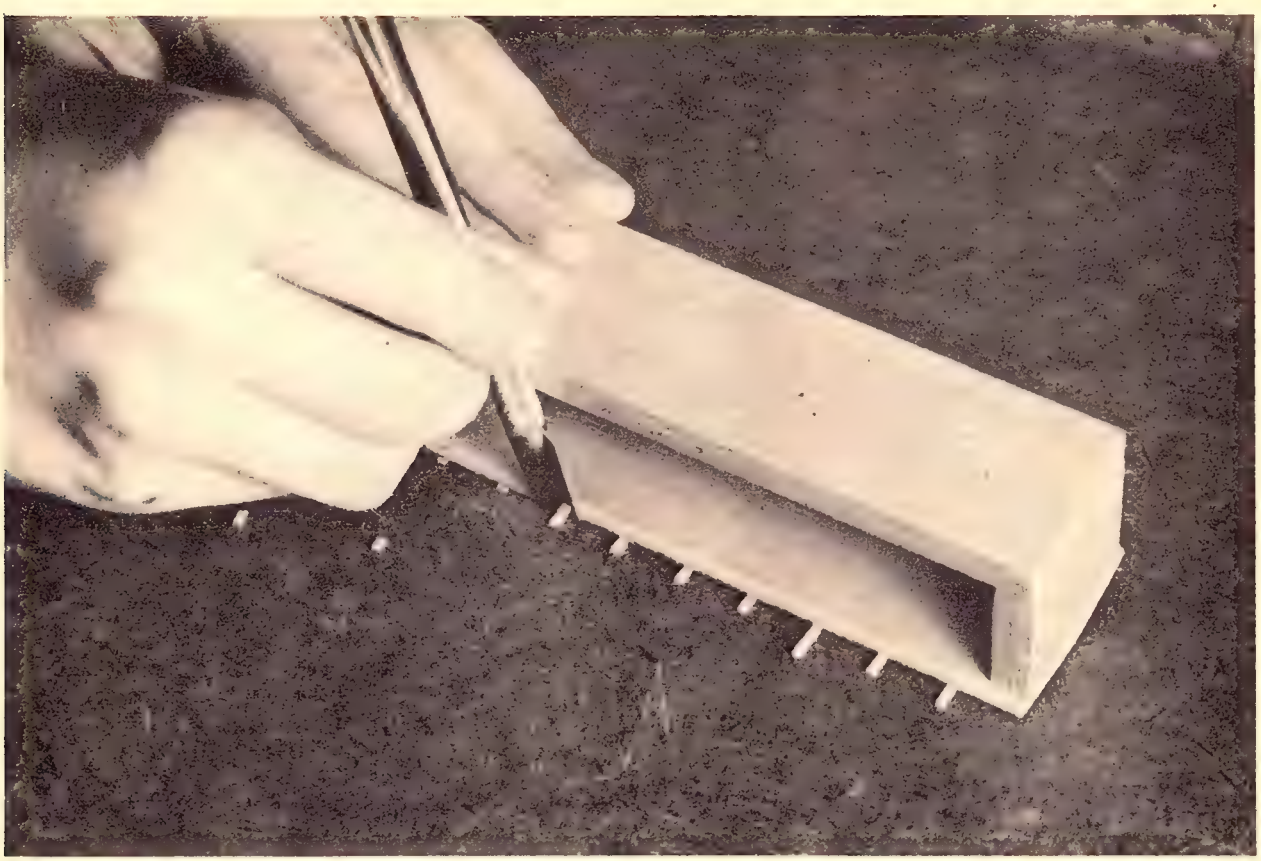
Knowing how to cement strip wood properly is darn important for almost all kinds of free lance building. Not only is it used for roof ribs and trim for box cars, but also extensively on almost all types of rolling stock and in the building of structures. Because most of the strip wood used in model railroading is small in size, it's necessary to use enough cement to assure a permanent bond yet use so little that it doesn't creep out past the edges of the bond and play hob with the looks of the model.

The following few paragraphs describe a method which will give a good cementing job without smearing of the exposed surfaces.

There are all kinds of ways to apply cement, but the best is probably with toothpicks. And even here there may be something new to be learned. Did you know that toothpicks come in two shapes—flat and round? The flat toothpicks are O.K. but the round ones will do a much better job because they're pointed and tiny globs of cement can be picked up and applied with great accuracy with the point. Also, in covering a flat surface, the cement can be rolled on with the round part of the pick resulting in a thin even coating of cement. Before going overboard on special applicators, daubers, etc., try applying cement with these round toothpicks. You'll find they do the job as well or even better than anything else.

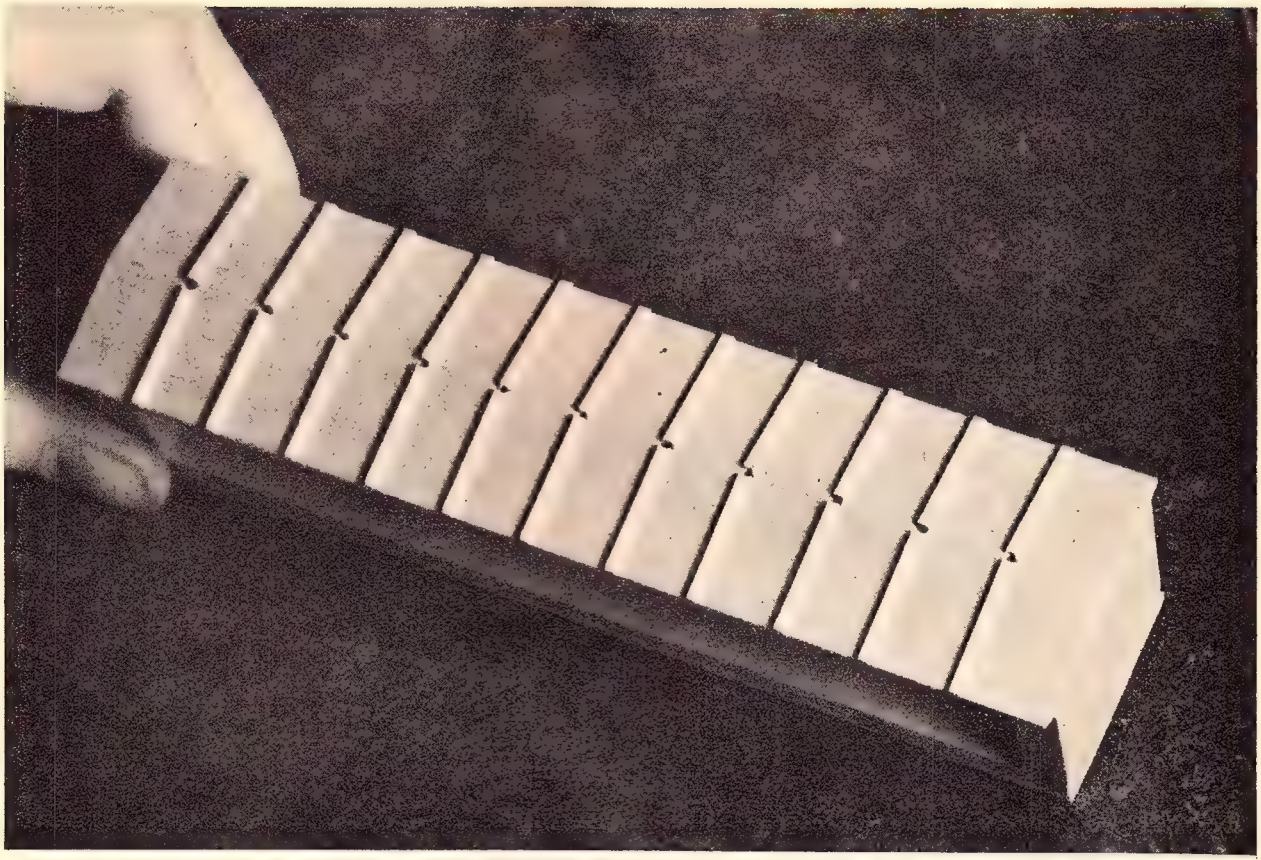
I've found that, in cementing strip wood, a much stronger bond is possible if —

a) A very thin coating of cement is applied to the strip wood and allowed to dry.



5—When ribs are thoroughly dry, car is turned over and placed roof down on workbench top. Modeler's knife is then used to trim all roof ribs flush with edge of roof.

6—Sandpaper wrapped around wood block adds professional finish to roof rib ends by cleaning up likelihood of rough edges. Be sure that your ribs are not too large.



7—Car body with roof ribs completed. Roof ribs of this type were very common on cars until the advent of all steel cars. They are still found on many wooden cars.

b) A second thin coat is applied over the dried coat and the strip cemented when this second coating becomes tacky.

Which is enough talk—let's do some work!

Using one of the toothpicks, coat the rough side of a length of strip wood with a thin coating of cement. Before it dries, run the wood **lightly** between the fingers (as shown in Photo II). Think of the cemented surface as being the "bottom" and the two sides at right angles to this as being the "edges." The strip wood is drawn between the fingers with the fingers pressing on the edges. This wipes off any excess cement which happens to be sticking out. Of course it gets the fingers a little bit dirty, but better that than having excess cement showing under the sides of the ribs when they have been fastened to the roof!

When this first coat is thoroughly dry, the wood strip is cut into sections for the roof ribs. These lengths don't have to be to an exact length since they'll be trimmed after they have been cemented in place. Just make sure that they are long enough to extend from the peak of the roof to at least ⅛ inch **past** the roof edge.

Last session we drew the roof locator lines on the roof of our basic box car body. The roof ribs will be cemented to and centered on these lines.

In a later discussion we'll go into more detail in the cutting of strip wood. For the roof ribs, since there's no accurate fitting required, we'll just cut lengths in any way that seems natural. Even though "materials needed" lists a good modeler's knife, a razor blade (get the single edged kind or you may cut more fingers than strip wood) will do just as well.

We'll need twenty-two (22) ribs. A good idea is to cut the first one to the proper length and then use it as a guide for cutting the others. In that way, only one measurement need be made. (Photo III shows a roof rib being used as a guide for cutting another of the same length).

When the twenty-two ribs have been cut, a second coat of cement is applied (keep it thin!), the excess wiped away from the edges (take another look at Photo II), and when the coating is tacky, the rib is positioned in place. Follow this procedure for each separate rib—in other words, don't try applying the cement to all of the ribs before cementing them in place.

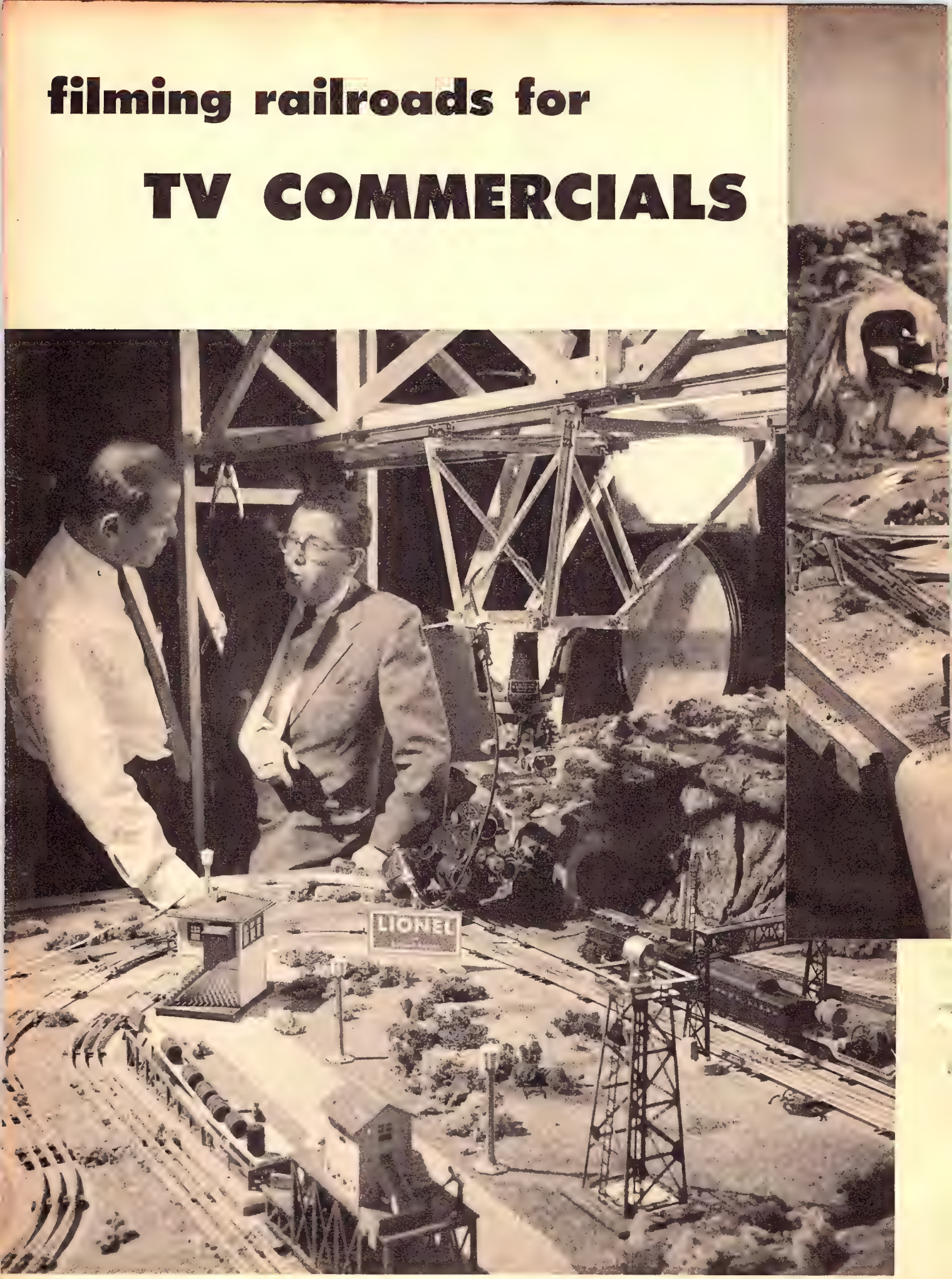
Photo IV shows the ribs being cemented in place. Notice the overhang of the rib over the roof edge. When the cementing job is **thoroughly** dry, the box car body is inverted, the roof held firmly against a solid, flat surface, and this overhang is trimmed away as shown in Photo V. If the box car is held solidly and the blade placed against the edge of the roof, a steady downward pressure on the knife will result in a clean cut. There's nothing hard about it. But don't do the cutting with a jabbing motion or you'll end up with a bunch of nicks in the roof edge and ragged cuts on the rib ends.

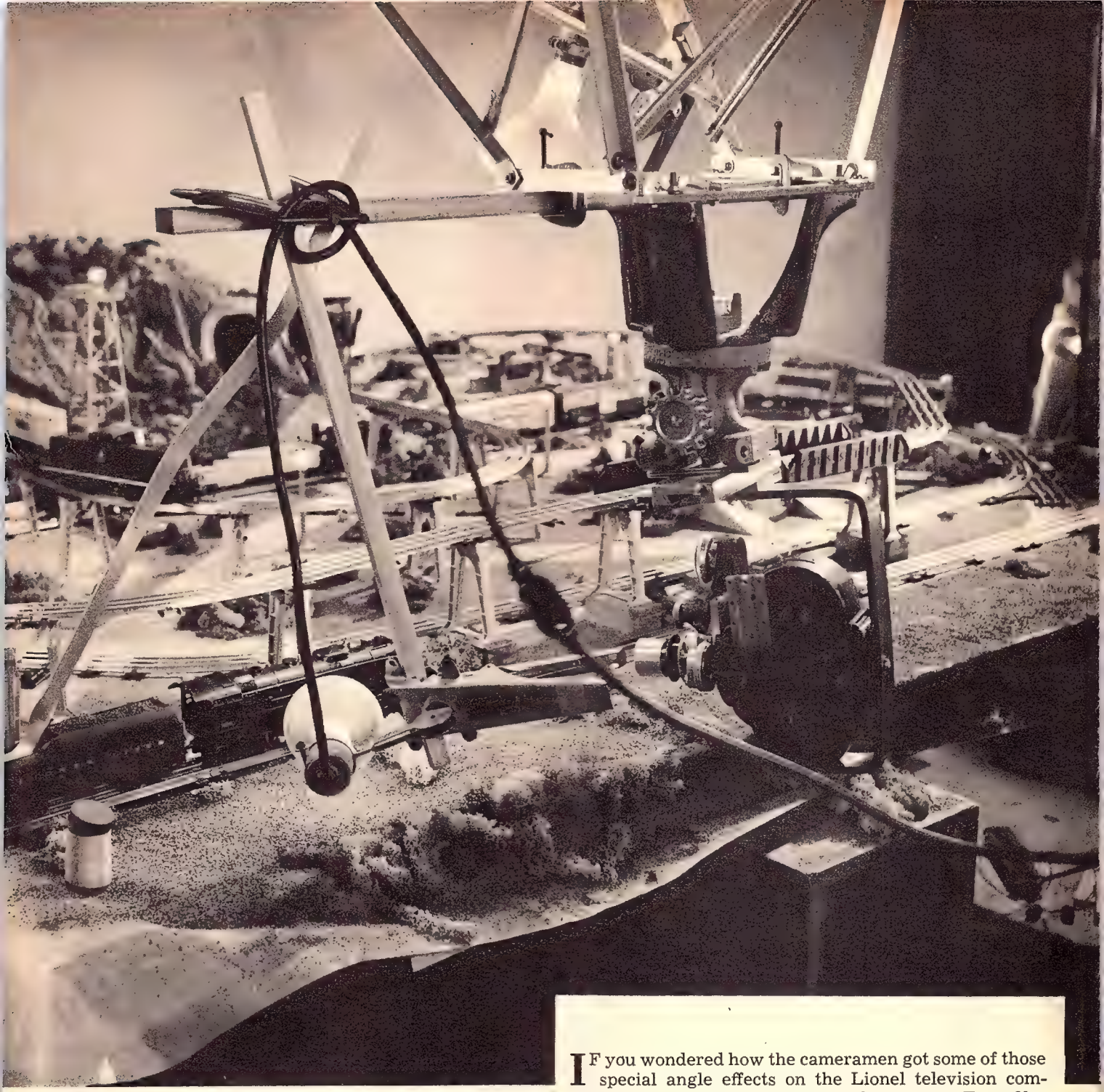
The rib ends are now sanded even and smooth with the edge of the roof; it's in this step that you'll find out if the cementing was done properly. Use a fine grade of sandpaper with a block of wood as a backing (see Photo VI). And be careful that the edge of the roof isn't damaged by the sanding. A few light strokes with the sandpaper should even up the rib edges without sanding away any of the roof proper.

In Photo VII, the roof ribs are in place. The basic car body is now well on the way to becoming a full fledged box car.

filming railroads for

TV COMMERCIALS





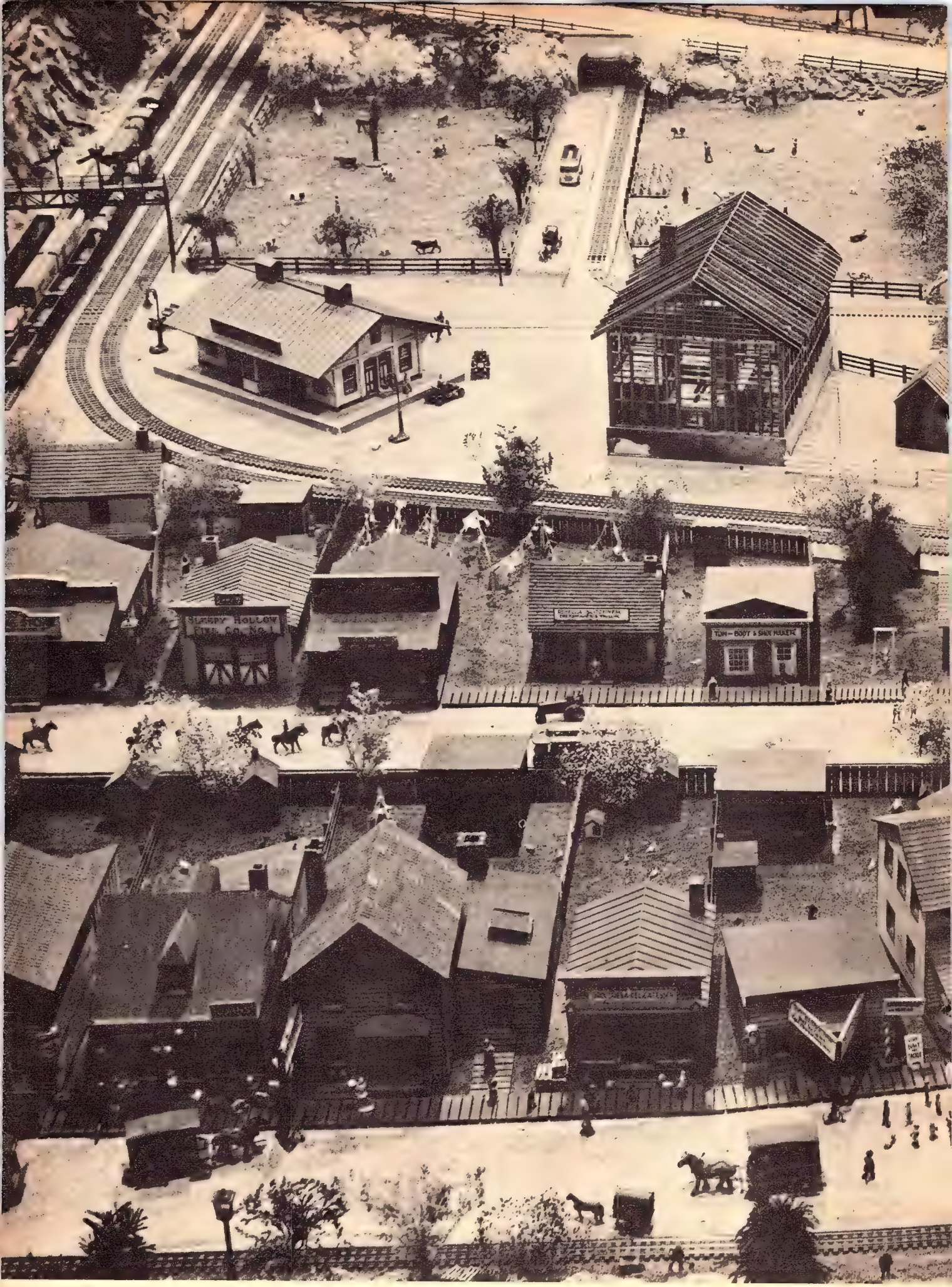
TV commercials are filmed on 16mm film but average model builder can do as well with his own 8mm outfit. Special rig moves with train, just as you should move train. Most important is proper placing of floodlights.

Lionel and Transfilm executives discuss each step in the production of television commercial. Special camera rig in photo was specially developed to permit filming of new and unique angles of trains, but you don't need it.

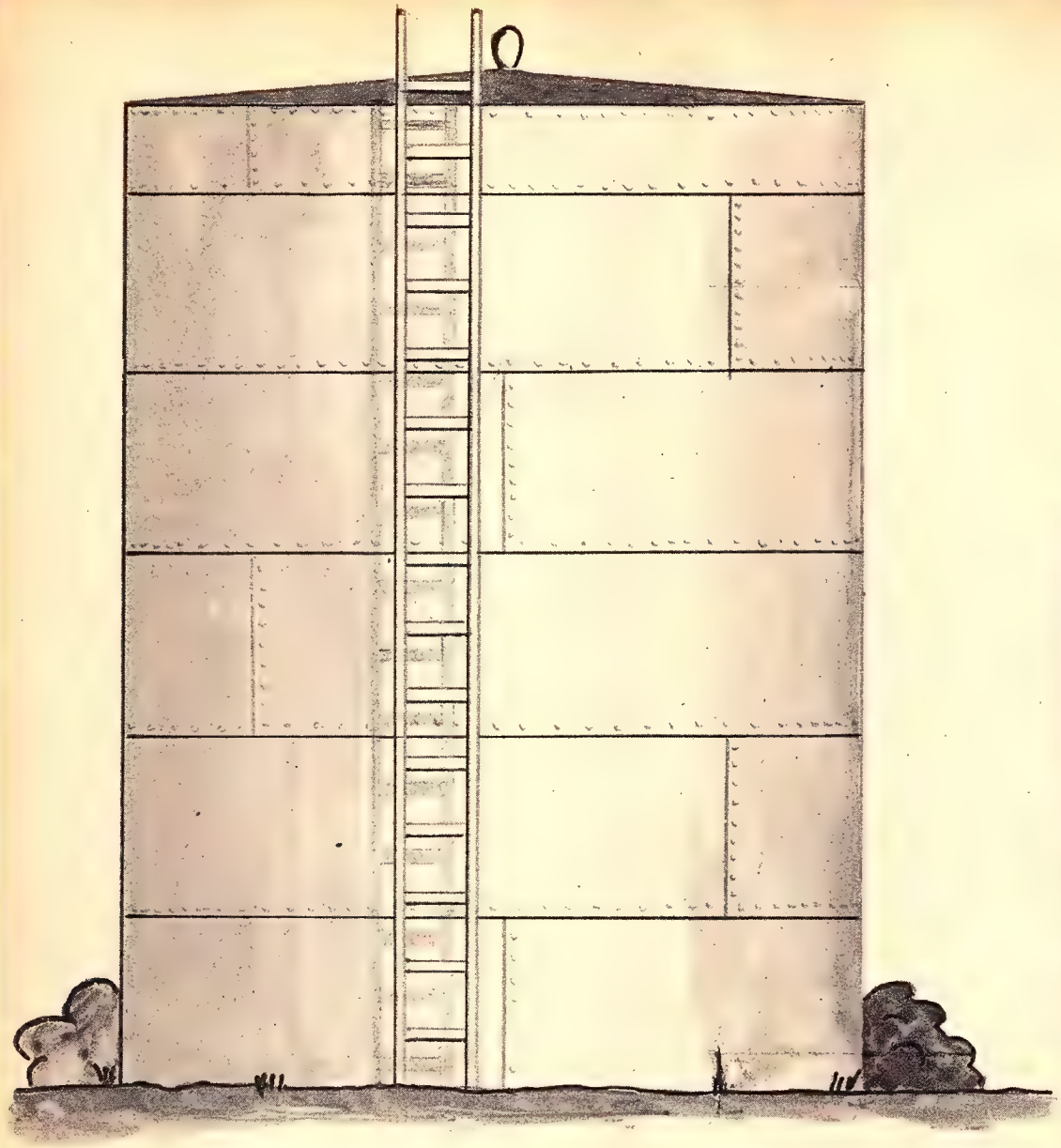
IF you wondered how the cameramen got some of those special angle effects on the Lionel television commercials this past season here's the answer. Transfilm cameramen had special rigs made which permitted the cameras to follow the trains exactly, together with the floodlights. Each scene was precisely engineered to get the best possible angle, and in TV this is important since even very short TV commercials cost a great deal to produce and show.

Actually, such special rigs are not at all necessary in the filming of your model railroad, regardless of the gauge in which you're working. Any home 8mm or 16mm camera will do the trick, providing you have a light bar or several photo flood reflectors. The light bars are the best since they permit you to move camera and lights together, always assuring proper lighting.

Some fans like to fasten their movie camera to a flat car and then have a locomotive push the flat car slowly while the fan follows along with the floodlights, to keep the lighting even. A good light meter will assure your exposures being correct. Either color or black and white film can be used.


SLEEPY HOLLOW
CO. No. 1
TOM — BOOT & SHOE REPAIRS

While Roadside America is more a panoramic view of American Countryside than a model railroad display; it still contains many miles of model railroad track and the trains are in continuous operation. Gargraves track is used almost exclusively, with many of the trains being Kusan.



TANK cars are among the most interesting freight cars to be found on both real and model railroads. They come in one, two, three, and even six dome varieties. If your road has any tank cars, it should also have some tanks scattered around the layout to provide these cars with a purpose.

Few structures are easier to build than are tanks, since the big tanks come in every conceivable size. You can make tanks for any gauge by using a cylindrical shaped object as the base. Try these: oatmeal boxes, coffee cans, cardboard tubes, salt boxes, and mailing tubes. Use the bigger ones for storage of fuel oil and gasoline. The smaller ones are good for solvents and chemicals.

If necessary, wrap some bond paper around the tank to hide the wrapped around cardboard effect. The tanks can be painted many colors: black, orange, gray, silver, and some oil companies are now using many different pastel colors.

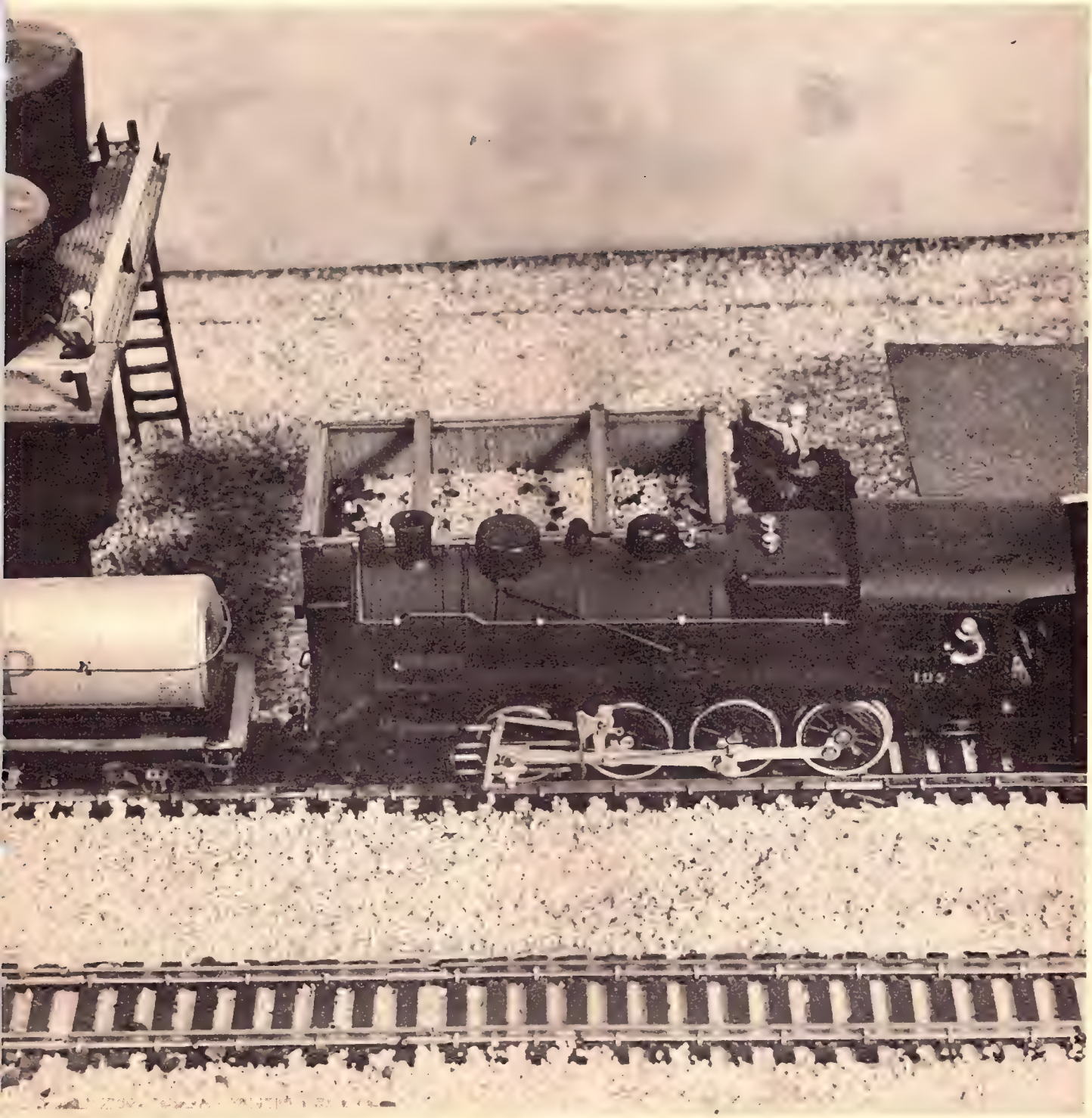
Make a cone (very slight) shaped roof from cardboard and cement on top. Model railroad ladder stock can be fastened to the sides to permit scaling of the tanks by workmen.

Rivet detail can be added if desired by taking a gear with fine teeth and rolling it along the bond paper before cementing the bond paper in place. Finish the model by applying some model railroad tank car herald decals in place.

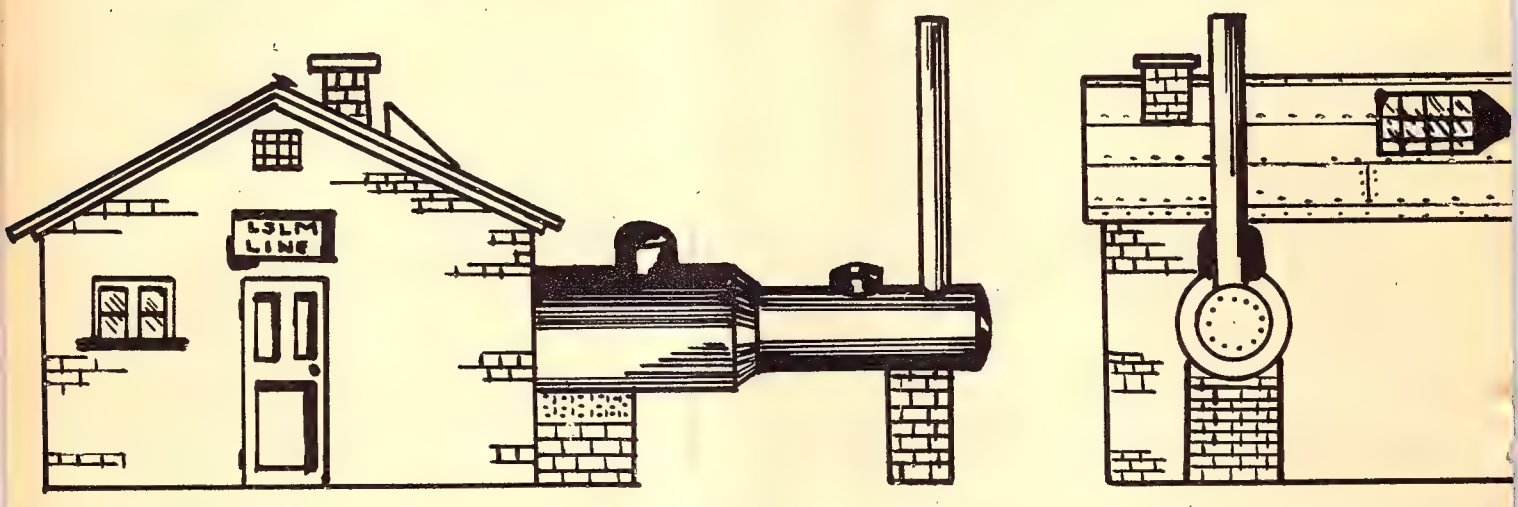
TANKS

by G. C. Ketler

No layout ever has enough tanks. And since tanks come in every possible size, they're especially easy to model in any gage. Build some tonight and bring some extra revenue to your own railroad.



STEAM PLANT & PUMP HOUSE



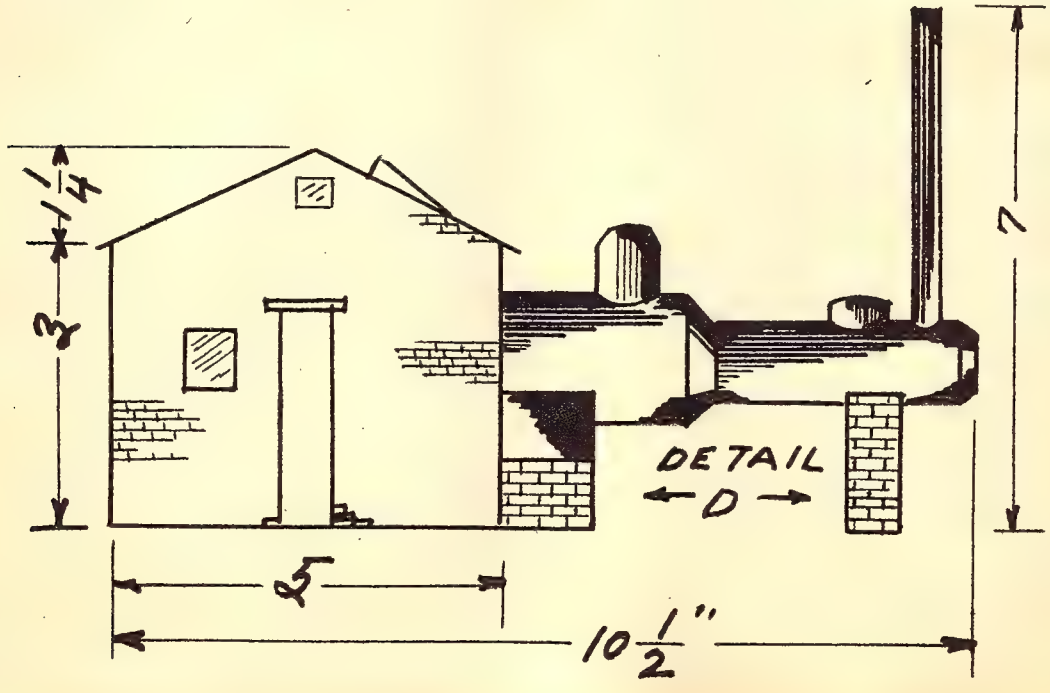
ONE of the most overlooked buildings found in any engine yard is the steam plant and pump house. The structure is really a simple one, and in just a few nights' work you can add this building to your pike. And just as important, you can build it from almost any material at hand.

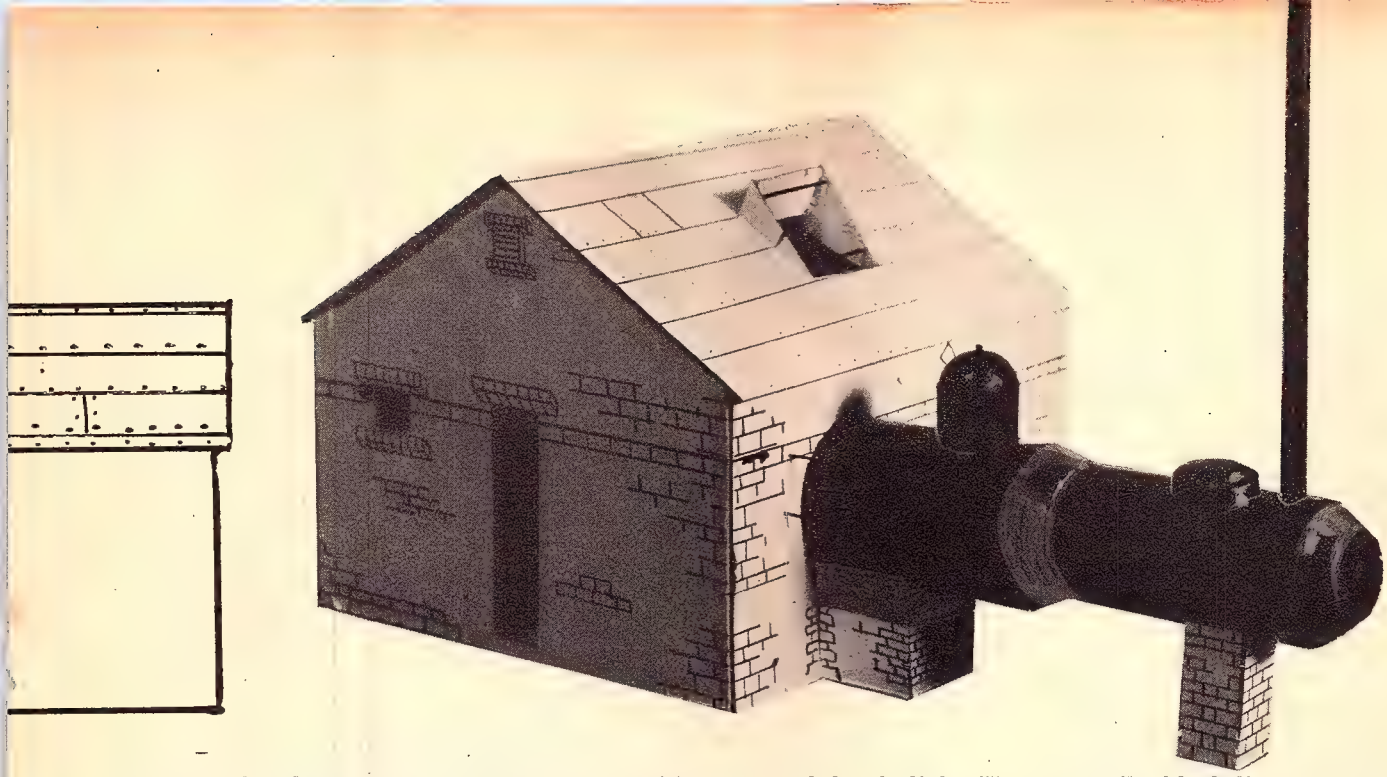
The function of this building is to provide power for yard operations and to pump water to the stand pipes and towers.

To begin, get some cardboard of a stiff variety and lay it out flat on a smooth surface. Figure 1 will give you a good idea of what the completed model looks like from the drafting point of view. In Figure 2 you will find the plans for laying out the building. All dimensions are given in O gage. But if you want to make an HO model, just cut the dimensions in half and you will be about right in structure size.

Now on the cardboard draw out the lines of the building as shown in Figure 2. Don't draw the roof as yet. While the building is still a group of lines, you must decide as to the finish you want on it. For instance, I simply scribed in the brick-lines, doors, windows, and signs. But if you intend to make doors and windows then you will have to cut out the areas. If you do so, remember to frame them with 1/16 wood strip so that sashes and frames are thus formed. These will be painted black. If you are going to cover the building with brick paper or some other material, you need not draw any other surface lines on the cardboard.

After you have trimmed-out the cardboard building, fold the walls across the dividing lines. The lines which join the side of the building to the front are the ones to fold across. Secure some sort of base, either wood or heavy cardboard, and cut it to fit the dimensions of the building. Now turn the cardboard over so that the inside of the building is facing you. Take strips of either pine





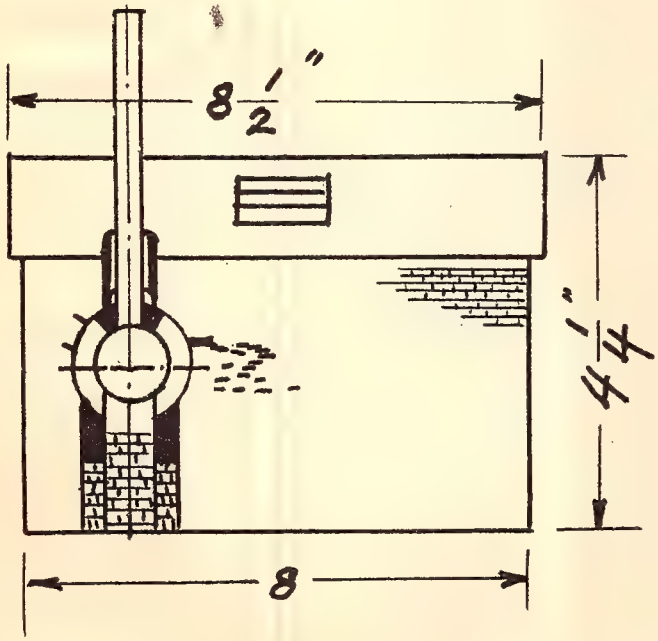
or balsa wood and glue them in each line that will be a corner when the building frame is folded into place. Run strips across the horizontal lines also. If you have cut out windows and doors, be sure to glue strips on the frames and sashes. This use of wood to support the cardboard will save you many a headache as room temperatures vary. You won't be noticing any caved-in walls.

Now you can attach the walls to the base of the building. Make this a secure fitting and be sure to let that glue dry hard. After this is done, you can draw the roof lines. Be sure that the roof dimensions are taken according to the slope you have on your roof. Extend all edges at least ⅛" beyond the lines of the building so as to form an eave. If you want you can run a strip of 1/16" around all these edges on the under side—it makes for a neater appearance and follows building practices. But while the roof is still on your drawing board, cut out the roof skylight. Figure 1 shows you the general construction of the skylight. You can scribe black lines across celluloid for the windows. Or if you want, just place cross pieces of wire in the frame and under this place the celluloid. For the present, only mark the center point of the chimney. That can be placed on the building after the roof is joined.

In joining the roof to the walls, pin the roof down securely so that as the glue dries there is no warping of the cardboard. Once again, you can strengthen the roof by placing strips of wood across all points which are tension areas.

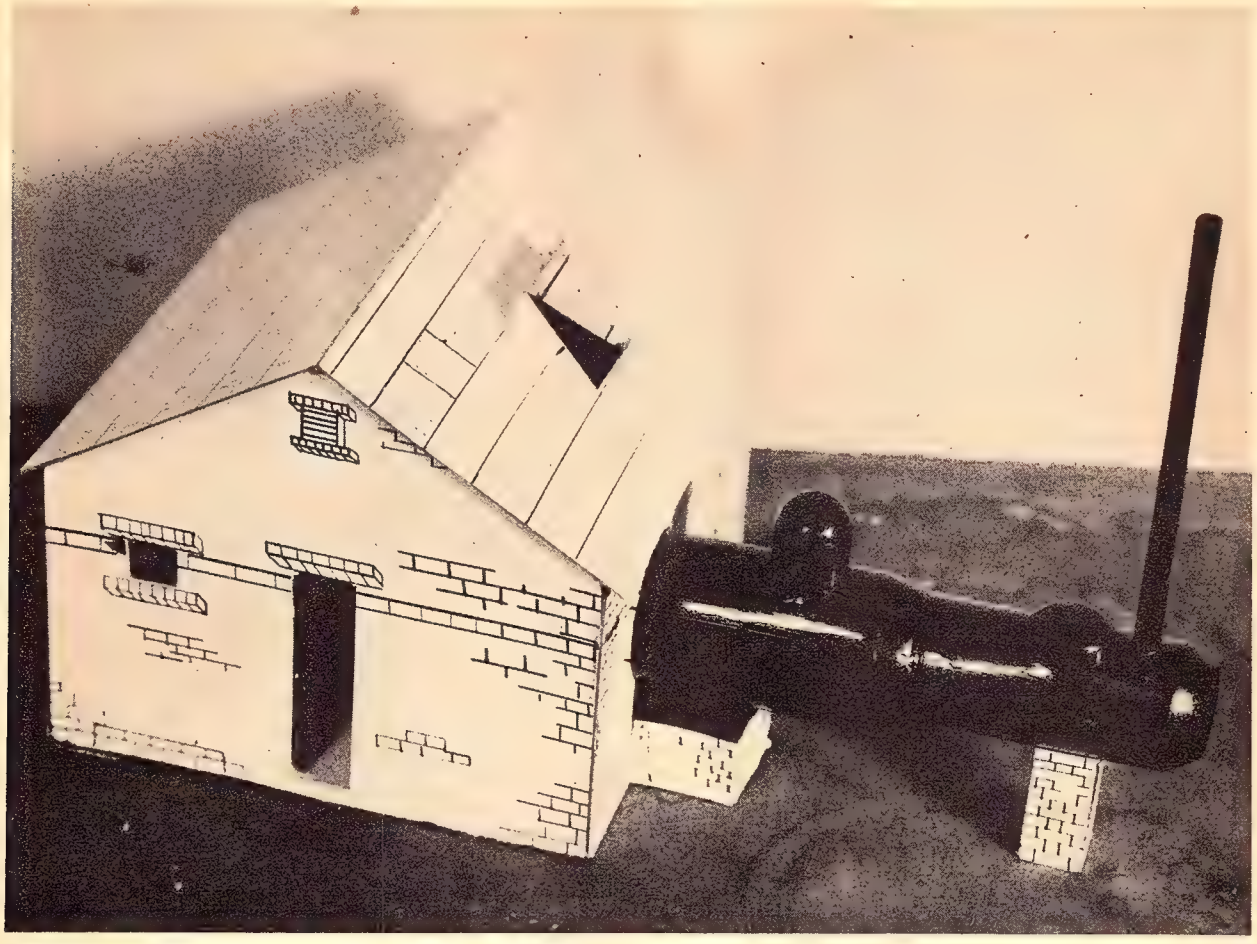
Now let's go to Figure 3 which is about the toughest part of the whole structure. But don't draw away and say this will stump you. It really is easy to build.

First, if you have an old engine of which you have no further need, you can just saw it down to size and use it that way. It will make a fine piece of equipment but it is a little expensive. What you can do is get either



by George S. Friedman

Engine terminal buildings need lots of steam heat. What better way to provide steam than by using an old loco boiler. Here's an easy project that can be detailed as you wish.



dowel rod which is excellent for this purpose, or cardboard in a circular form. Lacking either of these things you can do one other thing.

First, draw a circle 1½" on a piece of either balsa or pine. I suggest you use wood because other materials will bend and give way as you work with them. After two of these circles have been drawn you secure each circle to a piece of wood 2" long. From center to center add a piece of dowel any size convenient to work with. Glue the dowel in place. After it dries remove the strip which originally held the circles.

Now do the same thing with two other circles, 1" in diameter. This gives you the two basic parts of the boiler. Take each part and place heavy paper over the diameter of the surface so as to form two tubes. In the top of the bigger tube cut the place for the dome. In the smaller tube cut holes for the smoke stack and forward dome The area between the tubes should be cut down from a

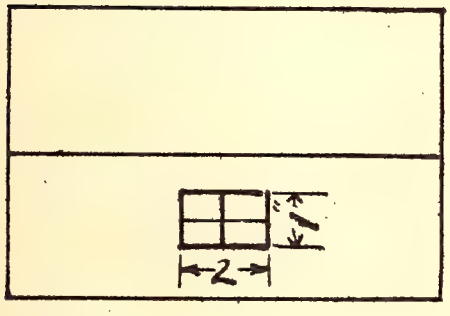
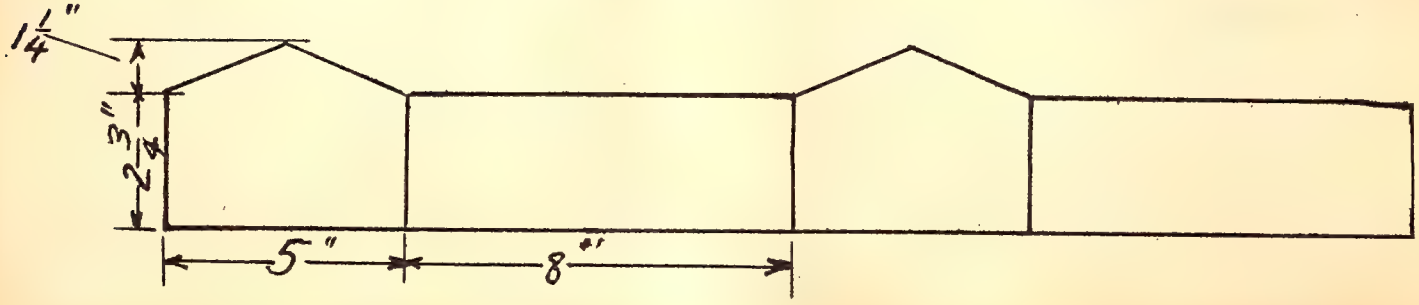


fig. 2



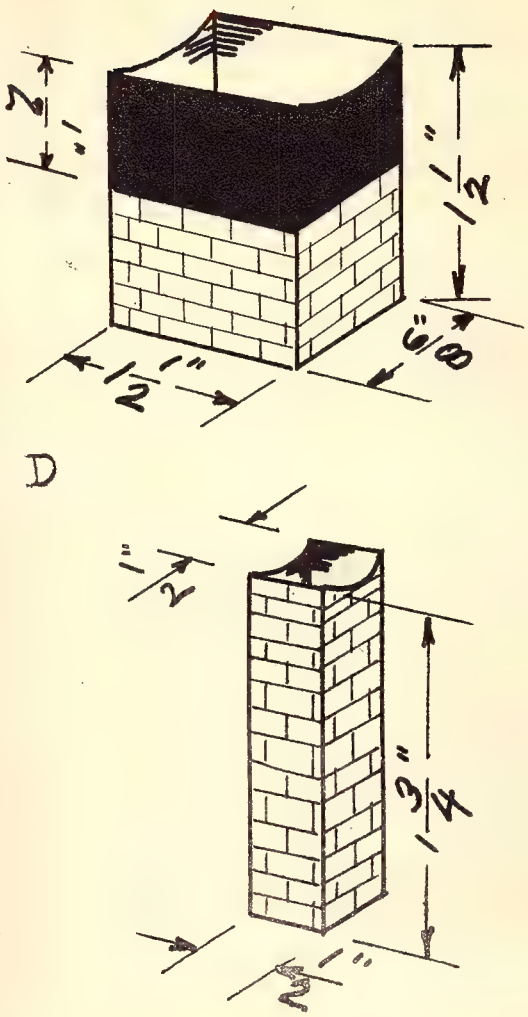
piece of balsa or pine wood. Be sure you have the correct bevel by having one edge 1½" and the other edge 1" in diameter. Glue the tubes to the correct diameter of each edge. On the front end cut another piece of wood beveled about ⅛" to finish off the boiler.

When this has been done you can add the domes and smoke stack. Glue them into place and let everything dry solid before doing more work on the model. The firebox is a piece of wood 1" x 1" x ½". To simulate rivets simply push in small pins so that the heads form a rivet-like effect.

The boiler rests on two brick foundations. One foundation is the distance from the firebox to the base, the other from the front end of the boiler to the base. Usually you will find it best to have the top edge of the boiler come to within ¼" or ⅛" of the roof line. This means the rear foundation will be about ½" in height by 1" width. The front support is also 1" wide but 1 3/16" in height. Be sure that the tops of these supports are cut to fit the diameter of the boilers. That is so the boilers will drop into place without any edges being short of the boiler sides.

Well, there you have it. The basic building is done and the rest is detail. As I said, if you have scribed lines to represent brick and tar paper, your work is just about done except for the painting of the boiler. The boiler is solid flat black. To represent tar paper you can use fine sandpaper cut in narrow strips and laid so that each strip overlaps another one. In the length of the strips don't have them all running the same distance. That is make some shorter than others and then start them again to complete the strip. All wood surfaces that show should be either black or railroad red. The walls can be covered with brick or cement block paper, both obtainable from commercial houses. In case you want a different roof, some firms produce shingle paper which makes an admirable finish for roofs.

On the boiler you can add running boards, handrails, and steam pipe lines. Also, you can add a small box next to the building which represents the coal bin. Make this from 1/16" or 1/32" by ¼". Box size is determined by the amount of coal you store.



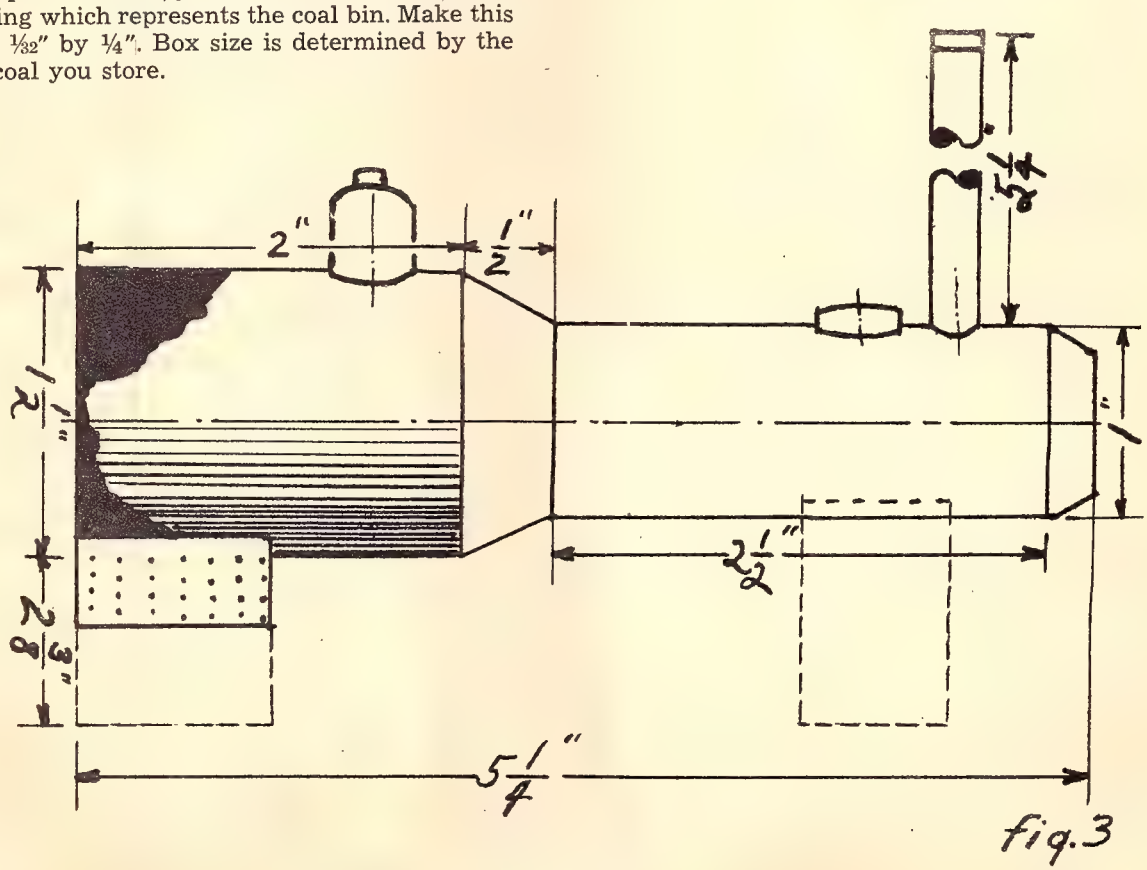


fig. 3

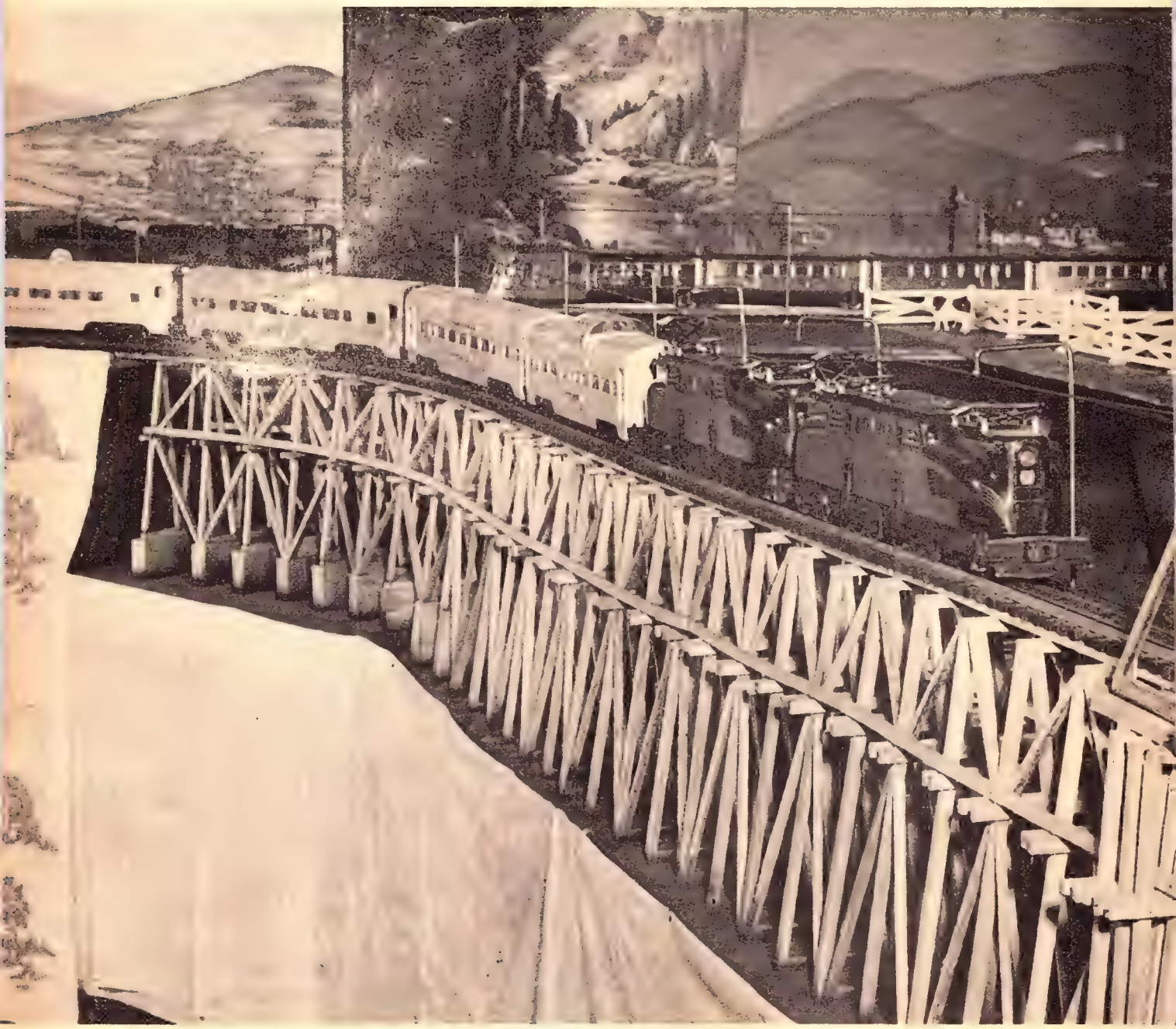
for mountain railroading . . .

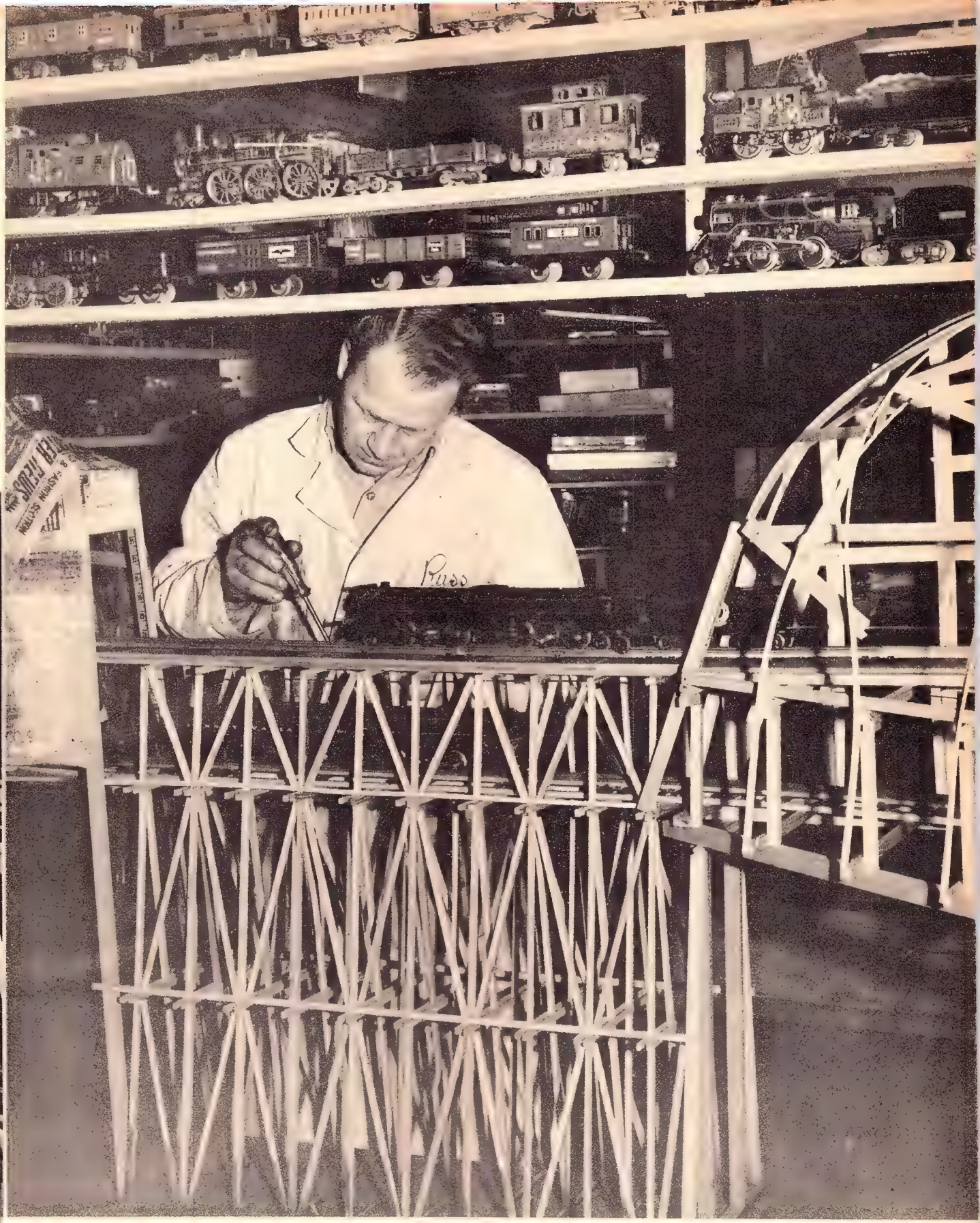
Use Two Levels

ONE of the biggest layouts on the West Coast making use of ready to run equipment is the O gage line of Russ Hafdahl, in Seattle, Washington. Not only is Russ an active Hi-Railer, but he also has one of the better collections of old time tinplate trains in the West.

Probably the biggest feature of Russ' layout is the many trestles which he scratch built. Russ says that although they look complicated, they are actually easy to build, although they do take some time. Russ has them on curves and way up in the air. One is even a double decker.

The Hafdahl collection is unusual in that Russ maintains an operating layout in addition to the train collection. In his operating collection are such now out of production gems as the **Lionel Flying Yankee** and a number of **American Flyer** O gauge engines.





Here's Russ with an articulated 2-6-6-4 which he built from two older locomotives. This is the double decked trestle which pops out from between two incompleted mountains. On shelves above are some of Russ' loco collection. Note cast iron camelback, AF O gage equipment.

Long curved trestle is rarely seen in model railroading despite their appeal. Hafdahl road is a mixture of many different manufacturers, with much track by Gargraves. Double heading GG-1 locomotives is common Eastern sight although dome cars are not found on the Pennsy.

changing gages of LAYOUT PLANS

Here's why you can't interchange HO and S Gage sectional track layout plans and it's an error even made by experts. Here's the low-down on some major differences between the two gages.

by the Layout Doctor

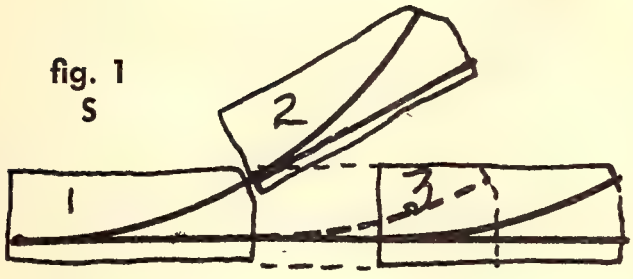


fig. 1
S

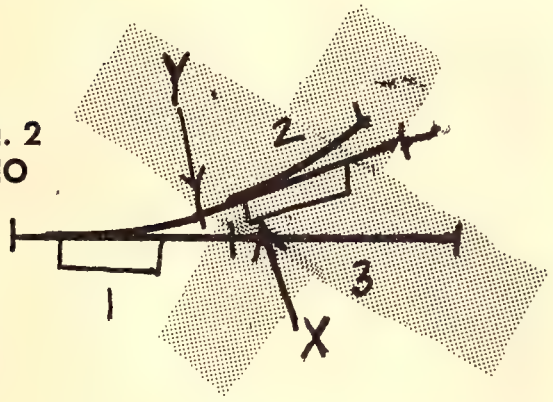


fig. 2
HO

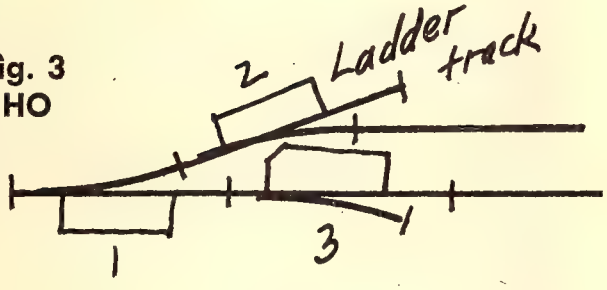


fig. 3
HO

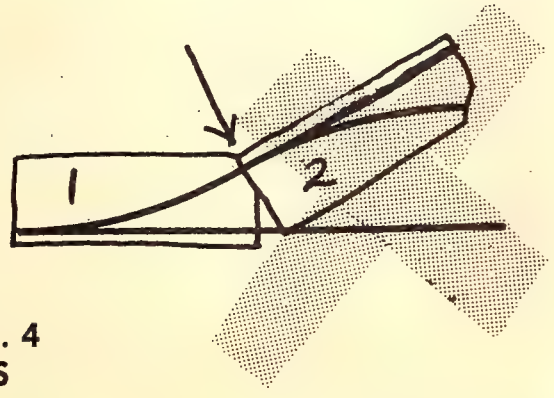


fig. 4
S

IT IS a common fallacy among railroad modelers that a layout designed for sectional S gage track can be converted to HO sectional track without pain or strain. Of course both HO and S gage sectional track (thinking of Snap-Track and A.F.) have twelve sections to the circle and the straights and curve radii are in proportion. But there are two big faults in making an easy transposition of a layout from one gage to another—that is where there are **any** switches at all.

First, A.F. gage S switch motor housings are on the inside of the curve and cannot be moved to the outside. HO switch motor housings are on the straight side of the switch. Fig. 1 shows the throat of a small yard in S gage with a pair of left-hand turnouts dividing the tracks up. A third left-hand switch cannot be located at the site where I have shown it dotted only, because the switch motor housing will interfere with the other tracks. The remedy, shown in solid lines, is to insert a ½ section of straight to move the third switch to the right far enough so that the motor housing will clear.

Trying the same thing in HO Snap-Track as in fig. 2 will result in the switch motor housing in the second switch interfering with the straight track, where the arrow with X points. The remedy is to insert a 2" straight or ⅛ curve (which comes packed with the switch) at point Y, but this may make the yard throat a little too bulky.

Fig. 3 shows an HO yard throat that works out well. Additional switches parallel to the second one may be added along the straight ladder track. A third switch may swing out the other way as shown, although the corner of the switch tie rod will have to be cut off to clear the second switch. This in turn will interfere with moving the switch motor back which is necessary to clear some long equipment such as diesel switchers, Pacifics, long passenger cars, and so on.

Should we try to convert the yard throat in fig. 3 back to S gage, we would have fig. 4, with the motor housing of the second switch impinging on the main line. It would be necessary to insert a fractional piece of straight or curved track where indicated by the arrow to make this formation.

The same trouble may also occur in changing a layout meant for O gage into Marx or 0-27 track. Lionel O gage switches have flip-over-able switch motor housings so that you can put them on the other side of the switch if they will interfere with an adjacent track. However 0-27 and Marx switches have their motor housings on the curved side of the switch and they are fixed there, and are not suitable for moving to the other side.

The second difficulty in changing an S gage layout to HO is that whereas the curve of the S gage switch starts at the beginning of the switch, the curve of a Snap-Track switch does not start until 1½" along the straight part of the switch. This makes for better running, but does

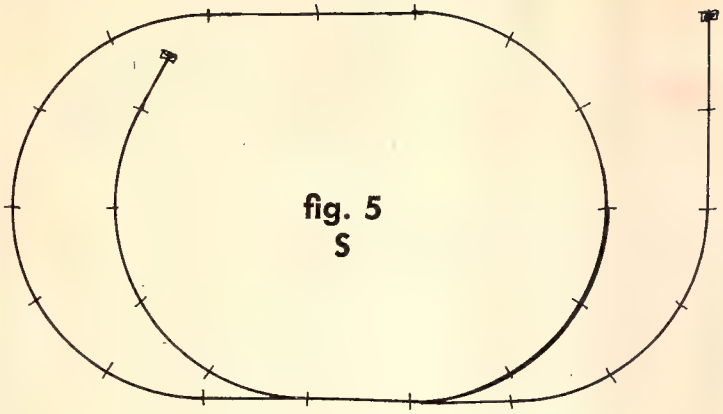


fig. 5
S

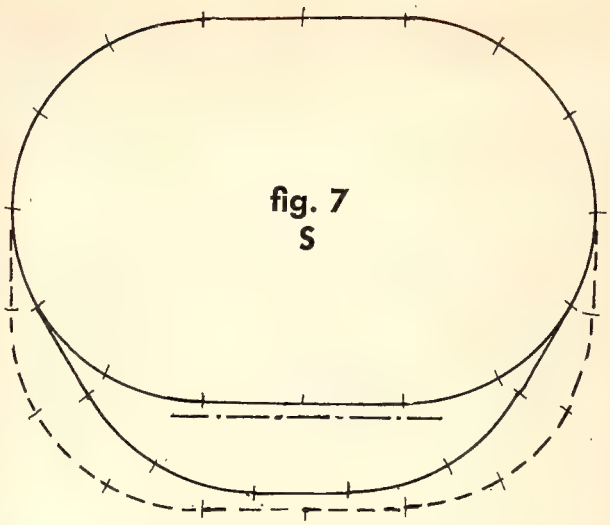


fig. 7
S

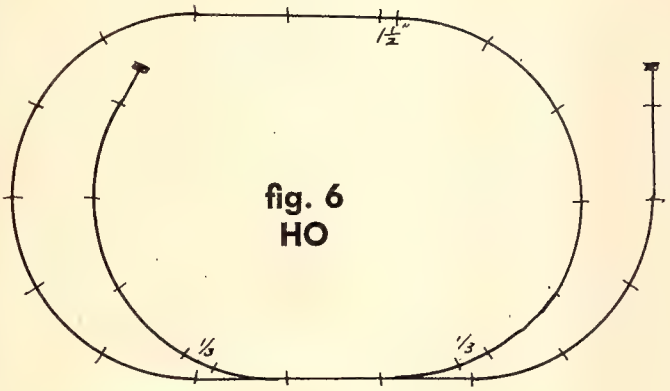


fig. 6
HO

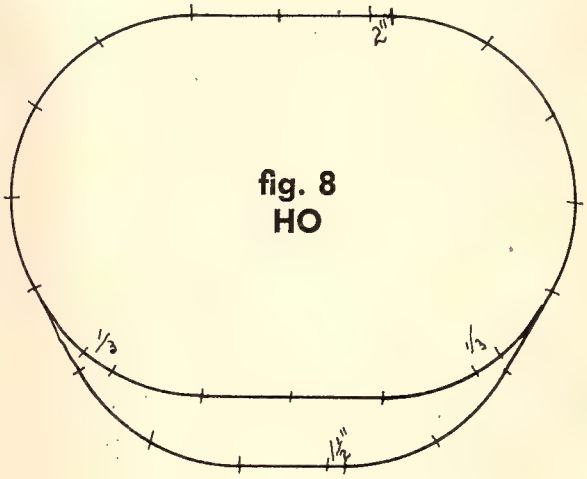


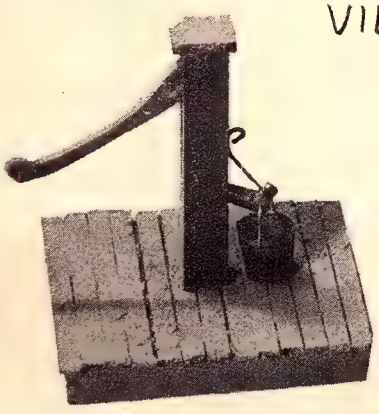
fig. 8
HO

raise hob with converting plans from S to HO. Fig. 5 is a very simple S gage layout using one pair of switches. When changed to HO gage as in fig. 6, the right-hand switch (on the left side of the drawing) causes no trouble, but the left-hand switch (on the right side of the drawing) makes it necessary to introduce a 1½" straight section at the rear of the oval in order to compensate for the 1½" mentioned in the first sentence. The ⅓ curves marked are packed with switches and enable you to have a switch take up 30° of the circle or only 20° as desired.

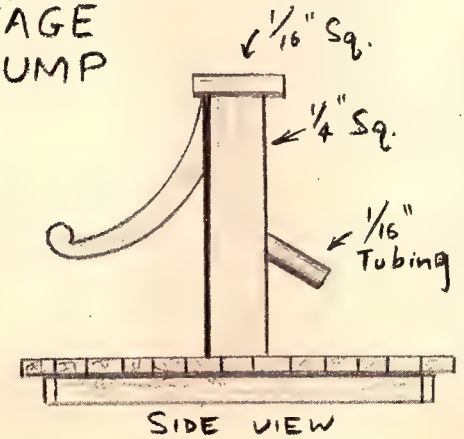
Fig. 7 shows another simple S gage design with a pair of switches making a passing or run-around track at the front. Transposed to HO gage in fig. 8, the short straight run ahead of the curve of each switch makes it necessary to insert a 1½" or 2" straight piece at the back of the layout. The 1½" straight section at front of fig. 8 is merely a replacement for what would otherwise have to be a cut-to-fit section.

In fig. 7 if the two switches were placed at the extreme sides of the layout as indicated by the dashed line, no additional trackage would be required. However, the inner track would be moved forward 1½" to approximately the position indicated by the dot-dash line.

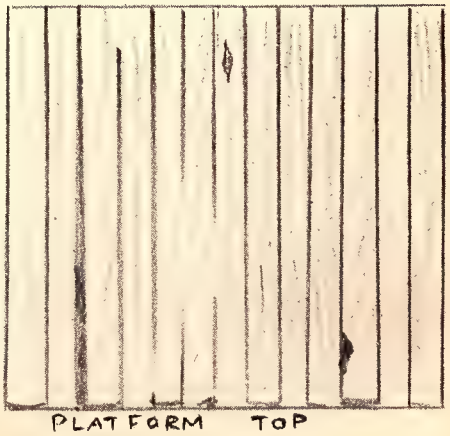
The only way it is possible to exchange an S gage layout for an identical HO one is through the use of 1954 model Snap Switches which did have the motor housing on the inside of the switch.



VILLAGE PUMP



SIDE VIEW



PLATFORM TOP

The O Gager

by Tim Plate

THERE is something special about O gage motive power that makes them as sought after and prized as the finest camera, rare jewelry, or old paintings. Not all of them, to be sure. There are plenty of dogs floating around in the O gage locomotive market with owners only to willing to palm them off on innocent, unsuspecting brass hats. But it is true that many good O gage locomotives are still rolling off the miles on the front end of heavy tonnage drags and fast limiteds after fifteen, twenty-five, and more, years of service.

About the only real way to tell if an engine will perform well is to actually try it out on your own railroad, if possible. And this holds as well for those who may prefer the other gages. A good running engine is more important to a man who likes to operate his trains than a good looking engine which continually derails, stalls, or clunks along the right of way with no pep. It's an easy trick to install third rail shoes (ah, antiquity!) on any 2-rail engine but 2-rail operators will want to consider carefully any investment regarding engines not insulated for 3-rail.

This is in considerable contrast to train collectors who will often buy a locomotive because of its fine appearance and not care at all about the running condition.

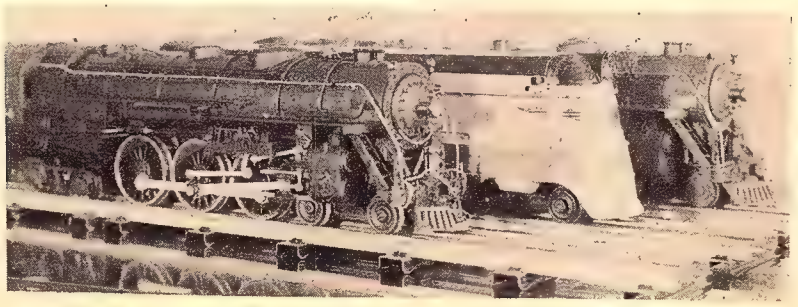
The Lionel 700EW is a good example since it is in heavy demand by both collectors and by O gagers for their operating layouts. Both groups would of course prefer to have this engine in mint condition, as though it had just left the factory.

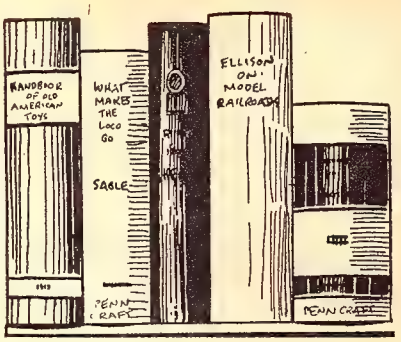
However, if it came to a used 700EW, as almost all of them are; the train collector would concern himself mostly with the questions of appearance and authenticity. Is the lettering original Lionel? Is the paint authentic, factory baked by manufacturer? Are the couplers actual Lionel couplers (even though broken) or have they been replaced with other couplers (usually Monarch automatics). And the collector would want to know if all parts were authentic Lionel 700EW parts, too.

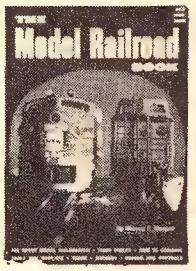
However, the average scale modeler wouldn't be overly concerned with the fact that the engine had been repainted. In fact, a good repaint job would probably save him the trouble and the chances are pretty good he'd re-decal the engine for his own railroad anyway. If the motor had been replaced with a more powerful K&D No. 2 he'd feel that he had gotten a real prize and of course the 2-rail fans would have a job in converting the engine.

There would be little worry if such details as stanchions, couplers, tender trucks, or other minor details had somehow changed through various trips through the back shop, as long as the main castings were free of cracks and flaws. And of course the modeler wants an engine that runs easily and freely.

And there you have the main differences between the builder and the collector. Of course, the average collector seeks equipment that the O gager doesn't care about. Names which spell magic to the collector, such as Ives, Dorfan, and Carrette mean nothing to the layout man. But there is a joining of interest on some items: Lionel's 700, 763, and 773 Hudson locos. Also on the 708 Pennsy B-6 scale switcher and its big flanged counterpart. Many scale men also have an interest in the Union Pacific articulated City of Portland streamliner and the 4-4-2 Hiawatha engine.







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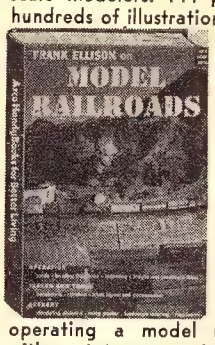

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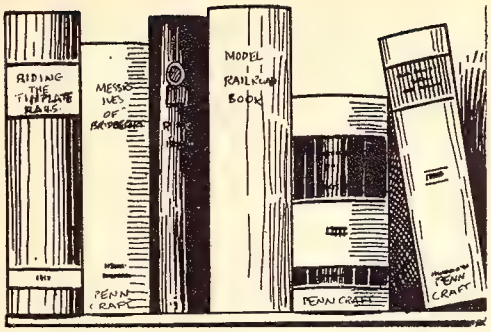

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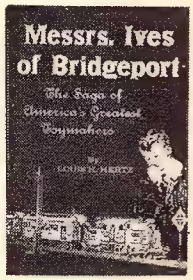

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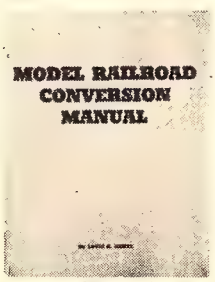

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Certain other items are in demand with some collectors and they, ironically, are strictly scale engines. Just about anything by Icken falls into this classification, along with locomotives by Lenoir, Egolf, and Alexander.

The interests of the O gager go much further than those of the collector, since the collector mainly concerns himself with old toy trains. There are very few O gagers in the country who wouldn't jump at the chance of adding a well built K4s to their collection; whether by Icken, Alexander, or even Scale Craft. Did you know that Ferris once made a New York Central consolidation kit AND an Erie S class Berkshire?

Fortunately, Central Locomotive has put back into production the great Scale Craft Northern, but in a much improved form with lost wax castings. If Central Loco can get their new plant straightened up, you can expect them to bring back another great favorite of the O gager of 1940: the Pennsy H-9 2-8-0 formerly made by Saginaw. May be we're going out on a limb with this, but if Central Loco puts the H-9 in production and it sells, how far behind can the G-5s and the E-6 be?

One of the oldest lines of O gauge locomotives is the Baldwin group, to which has recently been added the New Haven 0350. While our own preference has been for 2-rail, there is no denying that when there is one or more electric engines on the roster, there is no reason for not using outside third rail, even in preference to catenary. A favorite beginners locomotive a few years back was the Baldwin box electric and there are many of them to be found. In recent years, Baldwin has added several diesels and even a New York Central Niagara to its roster.

Heading West, we find the All-Nation line in Chicago and for anyone just starting in O gauge, the All-Nation lineup has several excellent low priced engines. Probably the best one is a small 600hp Electro-Motive switcher. It won't pull a hundred cars but who would want it to? She'll growl back and forth in any yard with ease and she's right at home on any branch line with a short string of freight cars. The good thing about this little engine is that it can be painted to suit your pleasure. Steam engines almost have to be black, but diesels—anything. Most of the paint manufacturers have a complete line of diesel colors. And you can spruce up the paint still more by applying decal striping, again available in a wide variety. All-Nation has several small steam locos, too. The 4-4-0, 4-4-2, and 4-6-0 are all good for the small layout but they are a bit harder to build than the A-N diesels.

In Shawnee, Oklahoma, is located the plant of Thomas Industries. We saw Jim Thomas recently and maybe we're letting the cat out of the bag by saying that there's some O Gage modeling pleasure heading our way from the Indian country. Thomas O gage freight car trucks now come equipped with nylon wheel and axle assemblies, which automatically insulates them for 2-rail. The Thomas 0-4-0 switcher and 2-8-0 are also excellent beginner locomotives. Thomas also has two different 4-4-0 types: one an old 1880 style cabbage stack, and the other (very similar) 1890 branch line engine. The two 4-4-0 engines and the 0-4-0 are optionally available suitable for use on Lionel, Kusan, or Gargraves 3-rail track (inside third rail), with couplers to match Lionel or Kusan.

California is home to one of the very oldest O gauge manufacturers, for the last several years under the ownership of Al Ellis: Lobaugh. Probably everybody hopes someday to own at least one Lobaugh engine and we kinda hate to see a modeler pass up a good thing when several of the Lobaugh engines are relatively inexpensive, such as the Espee 0-6-0 and the New Haven 4-4-0 and the Mongrel Mogul. Build yourself a Lobaugh Greenbriar or Challenger and you've got a locomotive that nobody can sneer at. As with Central Loco, Lobaugh has been doing a lot of redesigning and has made use of extensive lost wax castings that are out of this world.

At Fresno we have Kemtron. Kemtron has become a magical sort of name, not only in O gauge but also in TT, HO, and OO. Thus far Kemtron's O gage output has been confined to a large number of highly detailed castings plus a photo engraved GP-7 and a lost wax version of the C. P. Huntington. Narrow gagers look toward Kemtron for many parts, including items for the old D&RG engines.

Max Gray is a relative newcomer to O gage but his Japanese imports of such engines as the Pennsy Decapod, Espee Cab Forward, Baldwin Shark Nose, and New York Central R-1 electric has placed him in the running as an excellent source of custom built locomotives. Certainly the improvement of the Japanese model builder (not at all surprising when viewed in parallel with similar achievements in the camera and lens industries) has brought custom built locomotives down to a price available to all.

A very low priced line of Japanese imports is also offered by International Models Inc., although International has been going more heavily of late into HO. However, they still have a good supply of O gauge kits at prices that make you think of HO. All brass, they lend themselves easily to super detailing.

There are several other less known models available.

Prices of used O gauge engines depend on their condition and quality Unless you know engines and are ready to spend additional money to rebuild any finds you run across, your best bet is to either buy your engines from legitimate hobby dealers specializing in O gauge or build your own from kits. The latter course is certainly the cheapest way of getting top notch equipment at the lowest possible price.

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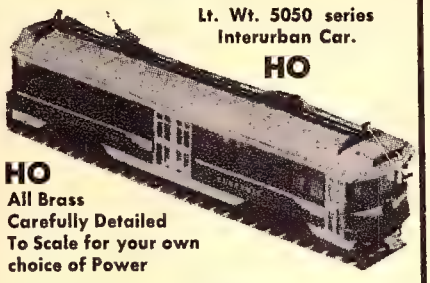

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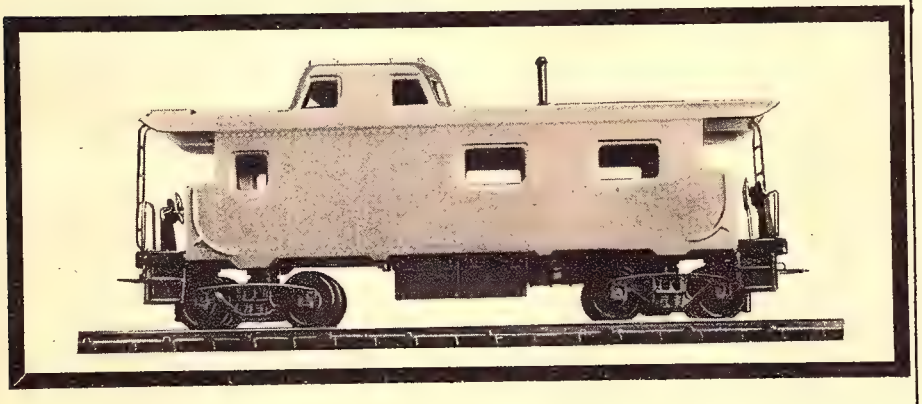

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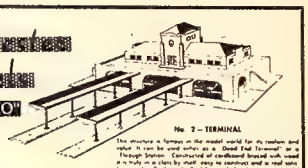

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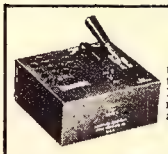

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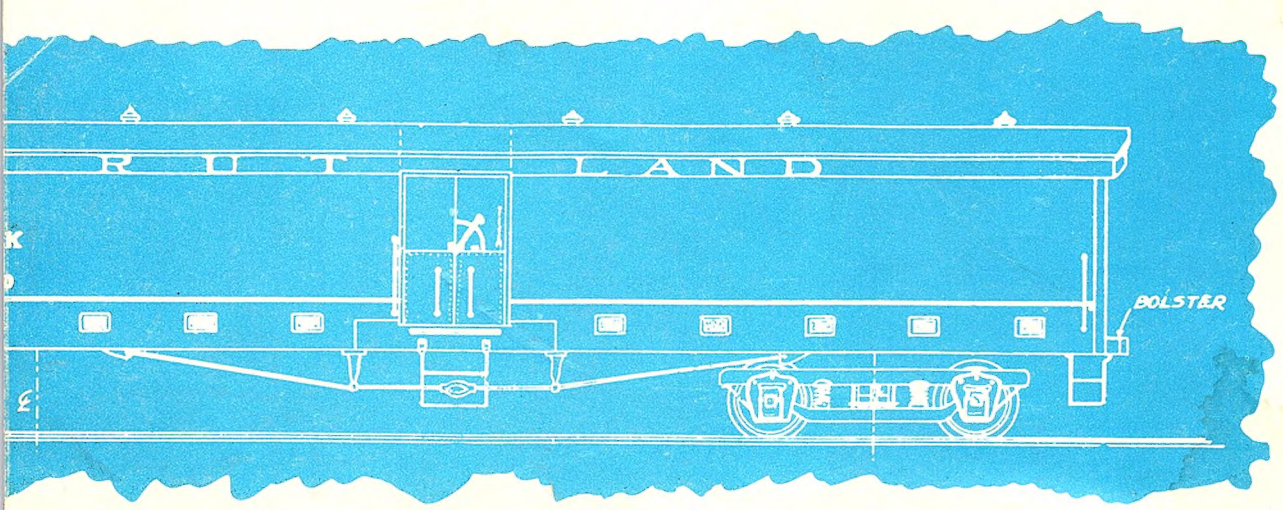

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